

GEN

HECKMAN

BINDERY, INC

033594 2 30 00



3/7/2006

ALLEN COUNTY PUBLIC LIBRARY



3 1833 01810 9683

GENEALOGY
974.402
Q43ED



Quincy
Massachusetts
and
NINETEEN HUNDRED
and FORTY-FIVE



MAYOR CHARLES A. ROSS

Historic Quincy Massachusetts

MOUNT WOLLASTON
1625

MERRY MOUNT
1627

BRAINTREE
1640

TOWN OF QUINCY
1792

CITY OF QUINCY
1888

By
WILLIAM CHURCHILL EDWARDS

Published by the City of Quincy
In Commemoration of the One Hundredth Anniversary
of the Town House
1844 — 1944

Copyright — 1945
WILLIAM CHURCHILL EDWARDS
Quincy, Massachusetts



Franklin Printing Service
Quincy, Massachusetts



Acknowledgment

Grateful acknowledgment is made here to all persons who have furnished assistance directly or indirectly in the preparation of the manuscript.

Special appreciation is extended to Mrs. George Dares Hall of the faculty of the Woodward School for Girls, and Miss Mable Frances Pratt of the faculty of the North Quincy High School, for generous counsel, and to Mr. Galen W. Hill, Librarian of the Thomas Crane Public Library, who has read and criticized the manuscript at the request of Mayor Charles A. Ross and the City Council of Quincy.

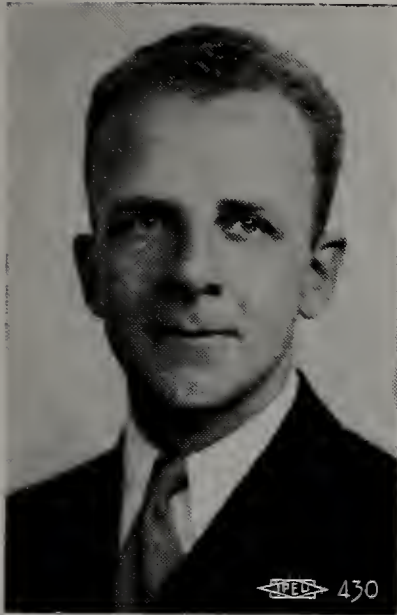
The gracious assistance of the staff members of the Thomas Crane Public Library, the State Library of Massachusetts, the Boston Athenaeum, and the New England Historic Genealogical Society is also gratefully acknowledged.

Credit for the illustrations is indicated in the List of Illustrations.

WILLIAM CHURCHILL EDWARDS.

December 31, 1944.

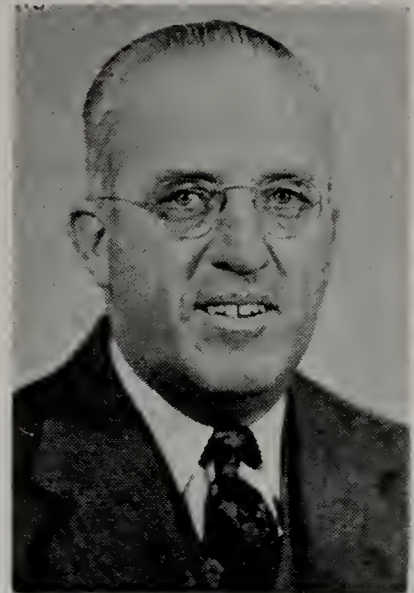
City Council of Quincy 1944-1945



CHRISTIAN A. BURKARD
Councillor-at-Large



MRS. EDNA B. AUSTIN
Councillor-at-Large



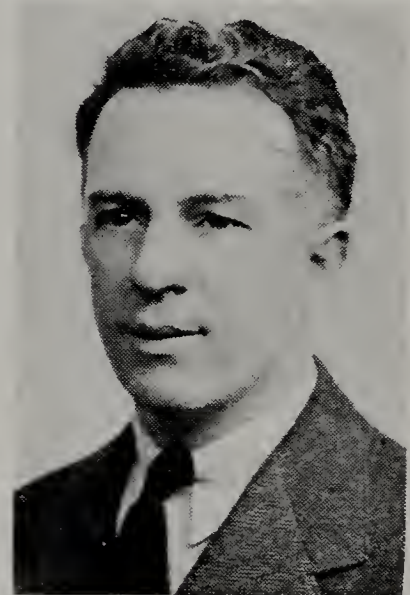
JOSEPH J. KENDRICK
President



WILLIAM W. JENNESS
Councillor Ward 1



CARL W. ANDERSON
Councillor Ward 2



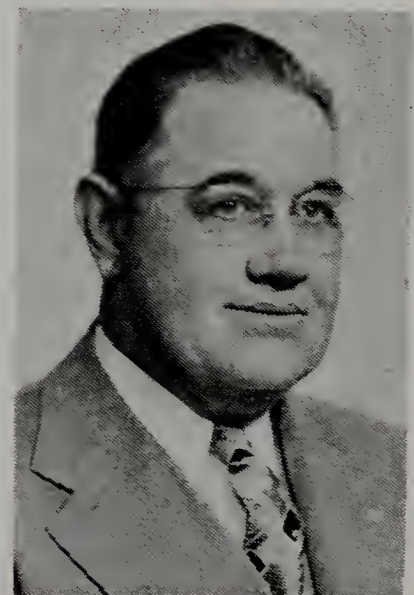
AMELIO DELLA CHIESA
Councillor Ward 3



GEORGE P. McDONALD
Councillor Ward 4



CLIFTON H. BAKER
Councillor Ward 5



FRANK N. ORCUTT
Councillor Ward 6

CONTENTS

CHAPTER	Page
I. Settlement: Seventeenth Century	13
II. Germantown	23
III. "Independence Forever": Eighteenth Century	25
IV. Town of Quincy: Colonel John Quincy	27
V. National Traditions: Nineteenth Century	31
VI. The Town House of the Town of Quincy, 1844	33
VII. The City of Quincy	38
VIII. The City and Town Seal of Quincy	49
IX. The Dates on the City Seal of Quincy	51
X. Quincy Granite	52
XI. Transportation	57
XII. Churches	67
XIII. Education	70
XIV. Public Health and Safety	79
XV. Shipbuilding, Quincy's Largest Industry	84
XVI. Quincy Today	95
XVII. Manet	104

APPENDIX

I. Points of Interest in Quincy	105
II. Bibliography	108

ILLUSTRATIONS

Mayor Charles A. Ross.

City Council of Quincy — 1944.

Myles Standish Cairn, Squantum. Erected 1895.
Courtesy of Mr. Basil Q. Emanuel.

Old Braintree 1640-1792.
Collection of William C. Edwards.

Birthplace of President John Adams.
Collection of William C. Edwards.

Birthplace of President John Quincy Adams.
Collection of William C. Edwards.

Quincy Homestead or Dorothy Q. House — 1822.
Sketch by Miss Eliza Susan Quincy, 1822.

Quincy Homestead or Dorothy Q. House — 1944.
Courtesy of Mr. Basil Q. Emanuel.

Colonel Josiah Quincy Homestead — 1822.
Sketch by Miss Eliza Susan Quincy, 1822.

Colonel Josiah Quincy Homestead — 1944.
Courtesy of Mr. Basil Q. Emanuel.

Abigail Adams Cairn, Penn's Hill. Erected 1896.
Courtesy of Mr. Basil Q. Emanuel.

Adams Mansion — 1787.
Courtesy of Mr. Henry Adams.

Adams Mansion — 1944.
Courtesy of Mr. Basil Q. Emanuel.

Quincy Center — 1822.
Sketch by Miss Eliza Susan Quincy, 1822.

Town Hall; City Hall of Quincy.
Collection of William C. Edwards.

Zoning Map.
Courtesy of the City of Quincy.

City Seal and Town Seal.
Collection of William C. Edwards.

Quincy Granite.
Courtesy of Mr. Henry M. Faxon.

Bunker Hill Quarry.
Courtesy of Mr. Henry M. Faxon.

Quincy Canal.

Courtesy of Mr. Donald P. Crane.

Incline Plane of the Granite Railway Company.

Courtesy of Mr. Henry M. Faxon.

Replica of the first car used on the First (commercial) Railway
in America.

Courtesy of Mr. Henry M. Faxon.

Early Transportation of Granite.

Courtesy of Mr. Donald P. Crane.

First Parish Church and Hancock Cemetery.

Collection of William C. Edwards.

Presidents Adams Crypt in the First Parish Church.

Collection of William C. Edwards.

Saint Mary's Church.

Courtesy of the Franklin Printing Service.

Ahavath Achim Synagogue.

Courtesy of Mr. Reuben Grossman.

Thomas Crane Public Library.

Courtesy of Mr. Galen W. Hill, Librarian.

Eastern Nazarene College Administration Building.

Courtesy of Eastern Nazarene College.

Quincy City Hospital Administration Building.

Courtesy of Joseph P. Leone, M.D., Superintendent.

Launching of the U.S.S. *Canberra* — 1943.

Courtesy of the Quincy Yard of the Bethlehem Steel Company.

Launching of the U.S.S. *Hancock* — 1944.

Courtesy of the Quincy Yard of the Bethlehem Steel Company.

U.S.S. *Quincy II*.

Courtesy of the Quincy Yard of the Bethlehem Steel Company.

U.S.S. *Massachusetts* passing through the Quincy Point Bridge on
leaving the Quincy Yard of the Bethlehem Steel Company
for its commissioning at Boston — 1942.

Courtesy of the Quincy Yard of the Bethlehem Steel Company.

Submarine Chasers (SC Boats).

Courtesy of the Quincy Adams Yacht Yard, Incorporated.

United States Army Tug.

Courtesy of the Northeast Shipbuilding Company, Incorporated.

Quincy — 1944.

Courtesy of Mr. Basil Q. Emanuel.

CHAPTER I

SETTLEMENT; SEVENTEENTH CENTURY

THE CITY OF QUINCY, now in its fourth century of existence, retains memories of former years in place-names which are in every day use throughout the city and the world today. Massachusetts, Squantum, Mount Wollaston, Merrymount, Braintree, Quincy, and the Monatiquot or Fore River — these are names living today which recall the struggles and triumphs of our pioneers in settlement and industry. The lands bordering Quincy Bay, from the Neponset to the present Fore River, were the central gathering places of the Massachusetts Tribe of Indians, from which the Colony, Province, and Commonwealth of Massachusetts derived their common name.

September 30, 1621, marked the first recorded visit of the white men to this locality. An expedition led by Captain Myles Standish from the Plymouth Colony established only eight months before, was guided across the bay by Tisquantum or Squanto, the greatest benefactor of the whites in those early days, to that bold promontory which bears his name.

The Squantum area, a member of the Devonian or Carboniferous system, is, according to geologists, more than 250,000,000 years old. It consists mainly of a peculiar kind of rock now regarded as tillite or glacial conglomerate, interbedded with a few thin layers that are regarded as water-laid drift. The tillite contains striated and faceted pebbles and other indications of its glacial origin, including angular boulders of granite and other rocks three to four feet long. The thickness of the tillite appears to range from fifty to six hundred feet or more, but as its base is nowhere fully exposed, its actual thickness is uncertain.

The party soon found itself in the district now known as Massachusetts Fields near Moswetuset Hummock, which is located at the junction of East Squantum Street and the Quincy Shore Boulevard adjacent to the United States Naval Air Station. This was Sachem's Knoll, the chief seat of Chickatabot, meaning "House-a-fire," the Sachem of the Moswetuset, or Massachusetts Tribe of Indians.

Reverend John Cotton, teacher of the First Church of Boston, 1633–1652, one of the leading authorities for the origin of the derivation of the word Massachusetts, defines Massachusetts as "a hill in the form of an arrow-head." Neal, in his History of New England, published in 1721, gives the origin of Massachusetts as follows: "The Sachem or Sagamore who governed the Indians in this part of the country when the English first came hither, had his seat on a small hill, or hummock, containing perhaps an acre and a half, about two leagues to the southward of Boston, which hill or hummock lies in the shape of an Indian's arrow-head, which arrow-heads are called in



Myles Standish Cairn, Squantum. Erected 1895

their language Mos, or Mons, with the O nasal, and hill in their language is Wetuset; hence, this great Sachem's seat was called Moswetuset, which signifies a hill in the shape of an arrow's head, and his subjects, the Moswetuset Indians, from whence with a small variation of the word, the Province received the name Massachusetts."

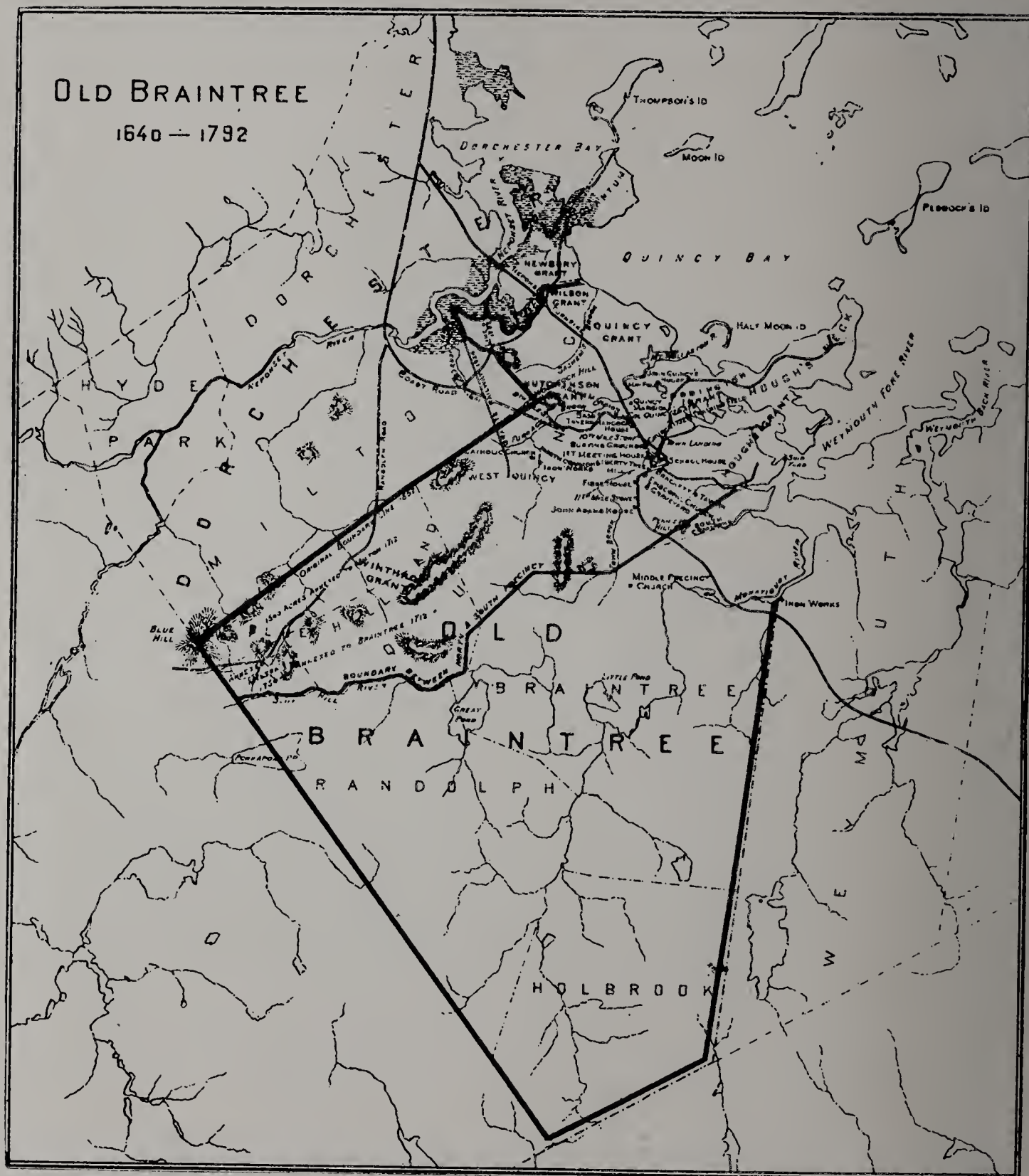
In 1925, tercentenary year of the settlement of Mount Wollaston, the site was marked with a granite memorial by the City of Quincy; in 1931, Moswetuset Hummock was added by the Commonwealth to the Quincy Shore Reservation to commemorate the origin of the name Massachusetts.

The Pilgrims were particularly impressed with the beauty and advantages of Quincy Bay and Boston Harbor. Bradford (who may have been one of the party) entered in his diary: "They returned in saftie, and brought home a quantity of beaver, and made reporte of ye place, wishing they had been there seated."

Captain Wollaston, who in 1625 established a trading post on these shores, was no homeseeker, but an economic adventurer. Of the worthy Captain Wollaston, nothing, not even his Christian name is known. His stay at the Mount was brief, yet his name for fifteen years served to identify the entire region as Mount Wollaston and survives today as the name of a large and important section of the city.

Departing early in the spring of 1626, Captain Wollaston left behind a portion of his company including "Thomas Morton of Clifford's Inn, Gent." Morton, an adventurer in both the ancient and modern sense of the word and a jovial sort of a roisterer too, soon won control and crowned himself the "Lord of Misrule." Under his short rule the natives flocked here to be tutored in the strange but pleasant ways of the white men. The Mount became in name and fact Merry Mount — spelled more innocently Ma-re Mount (mountain by the sea) as a sop to the solemn Pilgrims to the southward. On this Ma-re Mount was set up on May Day 1627, the Maypole which was to be immortalized in history and fiction. The Plymouth men were not to be mollified by a play upon words: they recognized and opposed this plague-spot of worldliness encroaching upon their Eden. Captain Myles Standish with his "invincible army" of eight men finally invaded the Mount in 1628, arrested Morton, and roughly dragged him to Plymouth. The company was dispersed. Morton was banished from his Merry Mount to Merrie England.

Within three months Governor Endicott landed at Salem with the patent of the Company of Massachusetts Bay, which included Mount Wollaston. One of his first acts was to cross the bay to the Mount, where he sternly admonished those who still lingered about the place, caused the Maypole to be felled to the ground and changed the name to Mount Dagon. Endicott left Morton's Maypole and his



Old Braintree 1640-1792

followers equally down-fallen. Some remained in the locality and were later to be recorded as residents of Braintree. Thus Quincy has had a continuous existence since 1625.

The name Braintree dates from 1632, when the so called Braintree Company recruited by the Reverend Thomas Hooker in Braintree, England, attempted to "sit down" at the Mount and provide for the coming of their pastor and other brethren. This second effort at colonizing was frustrated when the General Court in Boston refused to confirm these settlers in their title to the land, allotted to them instead territory in New Towne (Cambridge). Here Hooker joined his company. Subsequently with a division of the company, he journeyed to the Connecticut River and laid the foundation of Hartford. There he was influential in developing the principles of self-government and broad religious toleration.

The third and final settlement here was made from Boston. That narrow peninsula had proved inadequate to satisfy the desire of the pioneers for large estates. Across the Neponset, at Mount Wollaston, they saw open and undeveloped country. At the session of the General Court in May, 1634, the necessity of "enlargement" was considered. Accordingly, in September of the same year, the General Court ordered "Boston shall have convenient enlargement at Mount Wollaston." Thus Mount Wollaston, comprising fifty square miles of territory, was annexed to Boston. Grants in the new territory were immediately solicited from the General Court by people for different reasons: first, English gentry who desired to be large land owners; second, those who wished to establish their homes; third, those who, chafing under the rigidity of the church doctrines enforced in Boston, sought a place to worship according to the dictates of their own consciences.

The Boston Records, 1634-1660, state that on the 8th day of the 10th moneth called, December, 1634, at a general meeting upon public notice, "it was ordered that Mr. Willson the Pastor of the Boston Church, should have so much land at Mount Wooleston at his election, and after so much shalbe his portion of other lands belonging to the towne to be layd him out so neere his other lands at Mount Woolaston as may be for his must conveniency." Thus Pastor Wilson became the first land-owner in (now) Quincy. A year later on the 14th of December, 1635, "a committee of five was appointed to goe and take viewe at Mount Woolistone, and bound out there what may bee sufficient for Mr. William Coddington and Edmund Quinsey to have for their particular farmes there." On the 4th of the 11th moneth, called January, 1635, it was agreed that "Mr. Atherton Haulgh shall have six hundred acres layd him out beyond Mount Woollystone, between Monottycott Ryver and the bounds that part our bounds from Wamoth." Therefore the water-front of (now) Quincy from Stande or Sachem Brook to the Fore River on the south and Town River on the west, was assigned to three men, Coddington, Quincy, and Hough.



Birthplace of President John Adams



Birthplace of President John Quincy Adams

Many grantees, although they retained their allotments here, continued to live in Boston or settled elsewhere.

Another group, who were characterized by religious liberalism, built homes here for occasional occupancy. Among those were William Coddington, treasurer of the Colony and Quincy's earliest benefactor, whose name is perpetuated by the Coddington School and Coddington Street; Atherton Hough, a magistrate, whose grant included the neck of land which now bears his name; and William Hutchinson with his famous wife, Mistress Anne Hutchinson, a woman of remarkable force of character, intellectual power and acquirements, and unaffected religious devotion.

The inhabitants of Mount Wollaston at such a distance from Boston, now found themselves practically cut off from church and town privileges. Under date of September 3, 1636, those inhabitants of Boston who had taken their farms and lots at Mount Wollaston, finding it very burdensome to have their business so far off, expressed their desire to gather a church here. Acting upon this petition on "the 30th of the 8th month," October 10 (O S), the Boston church voted "Our brother, Mr. John Wheelwright, was granted unto for the preparing for a church gathering at Mount Wollystone." Immediately he gathered a group of worshipers and organized a branch church here. For the single year of its existence this "Chapel of Ease" was the storm center of the historic religious dispute known as the Antinomian Controversy which threatened the entire colony. In the end, Wheelwright and Anne Hutchinson were banished.

Wheelwright, with a number of followers, went north and founded Exeter, New Hampshire, established a church there, and became its first minister. William Coddington and Anne Hutchinson with her family and others fled south and established a colony on the island of Aquidneck, now Rhode Island. There Coddington soon became its first governor and later president of the colony. Mount Wollaston and other lands once owned by Coddington in Old Braintree, were purchased by William Tyng, Boston's richest merchant in that day. The natural leaders of the people were gone. Those who remained of the liberal party, who had attempted to give vitality and spirituality to the religion of the times, were sullen and resentful. The principle of freedom of worship appeared to be abandoned, but it was later to prove an important part of Quincy's heritage. During this time there was a great shifting of population and a change in the proprietorship of lands. The banished and voluntary exiles were selling their estates as rapidly as they could to those coming here from Boston and over the sea. They infused into the settlement a more vigorous life but had no vital interest in the recent controversy. These newcomers were prepared to go forward in the course usual with prospering plantations.



Quincy Homestead or Dorothy Q. House — 1822



Quincy Homestead or Dorothy Q. House — 1944

✓ On Monday, the 26th day of September, 1639, the inhabitants of Mount Wollaston assembled and entered solemnly into new church relations by renewing the original covenant, the following part of which has never been changed, and remains in use today: "to worship the Lord in Spirit and Truth, and to walk in Brotherly Love and the Duties thereof, according to the Will of the Gospel." This church, the Church of Christ in Braintree, the fifteenth gathered in the Massachusetts Bay Colony, exists today as the First Parish Church in Quincy.

Separation as a distinct town was a natural sequence to the establishment of an independent church.

The General Court, on May 23, 1640, granted the inhabitants of Mount Wollaston the liberty to incorporate as a town "to be called Braintree," the twenty-second town of the Commonwealth in order of establishment. The early Braintree was a community of widely scattered farms. At the northerly end, the Indians still lingered and cultivated the Massachusetts Fields. Mount Wollaston Farm forever to be associated with those apostles of religious and political freedom, Coddington, Wheelwright, Anne Hutchinson, the Quincys, Hancock, the Adamses lay along the banks of Black's Creek and Furnace Brook, where the Quincy Homestead or the Dorothy Q. House still stands. Such center as there was to the little settlement was grouped along the Town Brook from the Meeting House which stood in the middle of the present Hancock Street at Cliveden to the Grist Mill at the foot of the granite hills where Fort Street now is. On the edge of the little village on the north side of Elm Street about opposite the head of South Street, was the original Henry Adams grant. The birthplaces of the second and sixth Presidents of the United States, John Adams and John Quincy Adams, were not a part of the original grant, but were further to the south. In 1940 the birthplaces of the Presidents were presented by the Adams family to the City of Quincy as monuments to the Presidents and their times.

In the rapid growth of New England, Old Braintree shared. Progressive settlement and industry, with the consequent necessity of separate churches "for the more regular and convenient upholding of the worship of God," led to separation in parochial affairs. In 1708, Old Braintree was divided into two parishes. The original settlement became the North Precinct. Its southern boundary was substantially the same as that between the present Quincy and Braintree. The South Precinct included what is now Braintree, Randolph, and Holbrook. Nineteen years later the South Precinct was divided into the Middle and South Precinct. Proximity and business ties linked the North Precinct with its neighbor Boston, north of the Neponset rather than with the settlement on the Monaquot.

The most interesting document of the early days of Old Braintree which remains today, is the Indian Deed of 1665, now in the archives of the Town of Braintree.

INDIAN DEED OF 1665

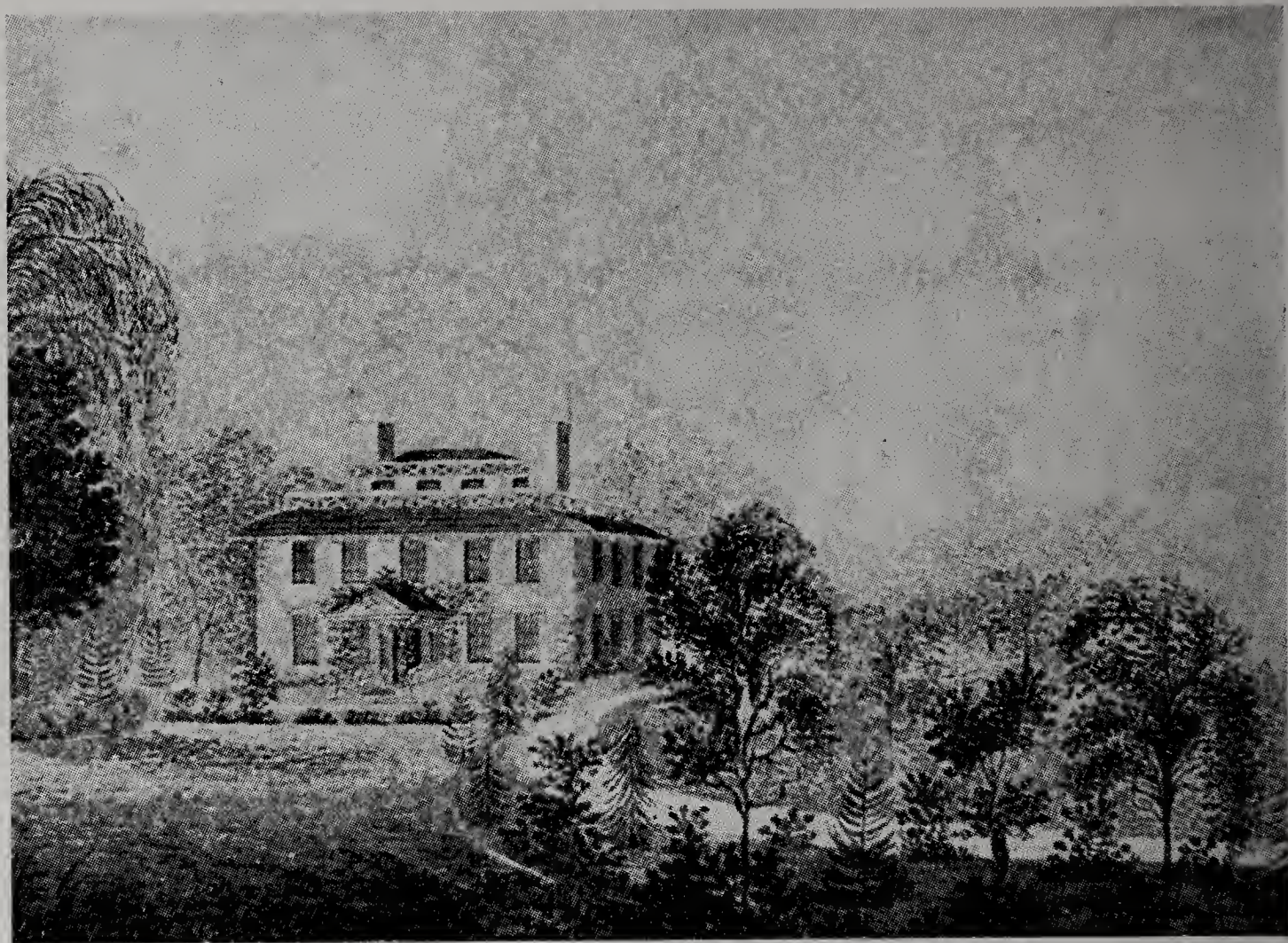
"On August 10, 1665, in consideration of twenty-one pounds and ten shillings (about seventy-two dollars), Wampatuck, alias, Josiah Sagamore, the son of Chickatbut, deceased, with the full consent of his wise men, Squamog, his brother Daniel, old Hahatun, William Mananiomott, Job Nassott, Manuntago, and William Nahanton, sold to Samuel Bass, Thomas Faxon, Francis Eliot, William Needham, William Savill, Henry Neale, Richard Thayer, and Christopher Webb, all of Braintree, in behalf of the inhabitants of Braintree, all the lands within the Town of Braintree, excepting the farms of Mr. Wilson, Mr. Coddington, and Mr. Quincy, and Mr. Hough's neck of land, which lands were purchased by the said men of Wampatuck's predecessors."

The Indian Deed was signed, sealed, and delivered by turf, and twig. This was in conformity with the prevailing custom. The purchaser of a parcel of land actually went on to the premises and took into his possession, a turf of the land and a twig of the trees growing thereon, delivered to him by the person from whom the land was purchased.

CHAPTER II

GERMANTOWN

ONE HUNDRED AND TWENTY-FIVE YEARS after Quincy's original settlement occurred an event which was to prove of corresponding importance in the development of the town. In 1750, a company organized to manufacture glass, leased Shed's Neck, said at the time to comprise one hundred acres, from Colonel John Quincy for ten shillings an acre, "this tract of land intended to be a town called Germantown." Immediately the land was surveyed and laid out in lots with ample, pleasant, and commodious streets and squares in the German tradition. Here this company proposed to use as "labourers" a group of indentured persons imported from Germany. These were brought to this country with the promise that here unmolested they should enjoy civil and religious freedom. At Germantown, they were assured, "cows and geese could be got in abundance in the woods, and that their living would cost them little or nothing." This manufacturing company did not carry out its intention to commence business at Germantown, but in 1752, re-leased this town within a town to Joseph Palmer and Richard Cranch. They constructed buildings for the manufacture of glass, pottery, chocolate, stockings, whale-oil products, common salt, medicinal salt, and saltpeter. Fragments of Germantown glass, in existence today are of the coarsest description. The project was unsuccessful because of the pressure of the restrictions on manufactured products previous to the American Revolution and the destruction of the buildings by fire. The glass works, in combination with the other endeavors, was one of the first localized general manufacturing attempts in the colonies. Some of the settlers of Germantown remained in this vicinity, and their descendants constitute an important factor in the life of our city today.



Colonel Josiah Quincy Homestead — 1822

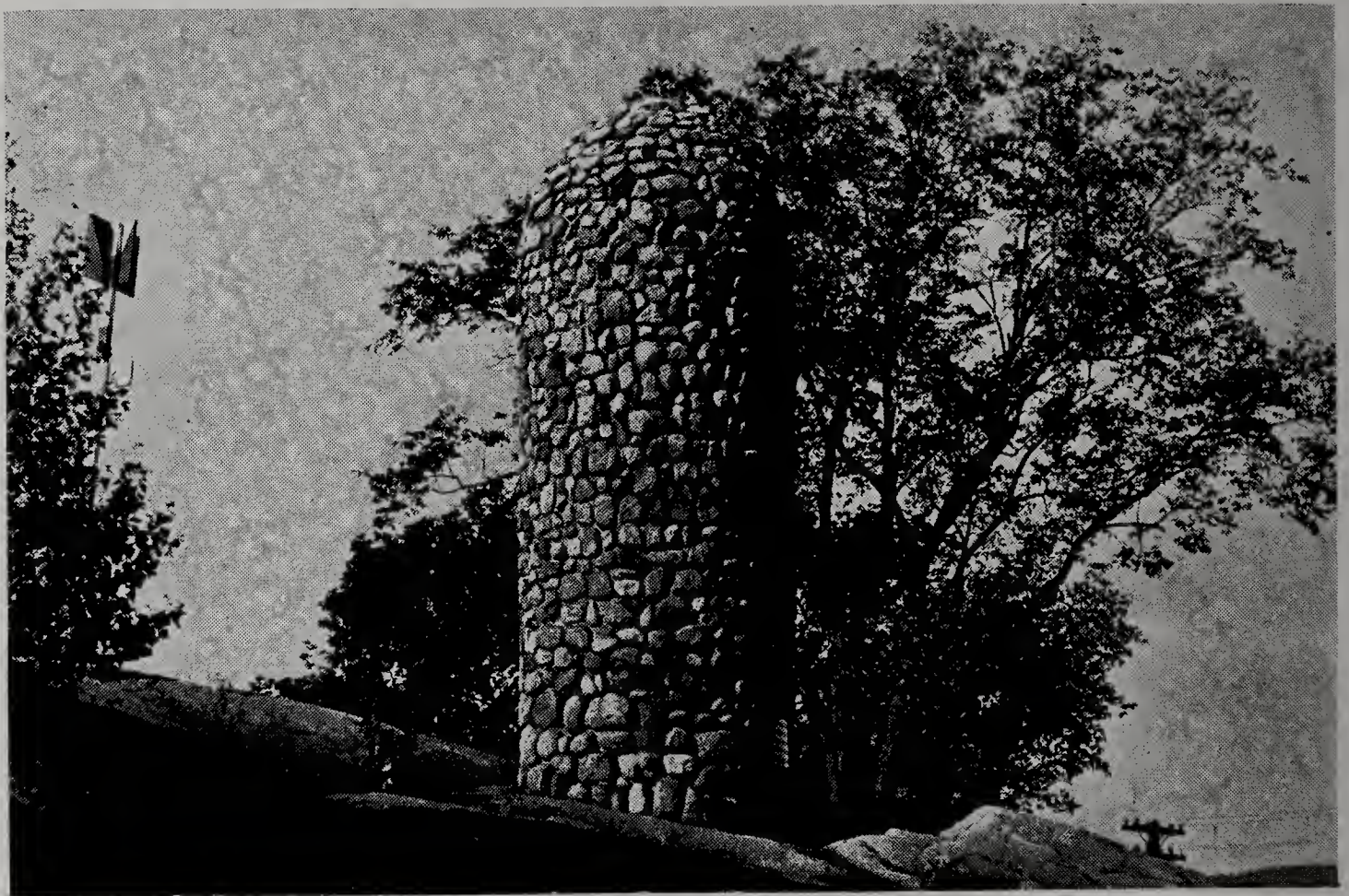


Colonel Josiah Quincy Homestead — 1944

CHAPTER III

“INDEPENDENCE FOREVER”: EIGHTEENTH CENTURY

AT THE time of the American Revolution, it was fortunate for the colonies that the tradition of independence flourished in Old Braintree and influenced able and steadfast leaders. John Adams, in the Continental Congress of 1775, urged that governments be instituted by the people of the colonies and that a common declaration of independence be immediately issued. There he also spoke the decisive word which summoned Colonel George Washington to the supreme command of the Continental Army. John Hancock, skilful politician with astute judgment, became President of the Second Continental Congress and the first signer of the Declaration of Independence. Colonel Josiah Quincy, from his home (erected in 1770) at Massachusetts Fields, the present 20 Muirhead Street, Wollaston, kept a sharp lookout upon the maneuvers of the British Fleet and reported them to General Washington at Cambridge. It was from the upper windows of this house that Colonel Quincy watched General Gage sail out of Boston, an incident which he recorded with the diamond in his ring on a pane of glass, both glass and ring being still preserved in the Quincy family: “October 10th 1775 General Gage sailed for England with a fair wind.” Brigadier General Joseph Palmer of Germantown fought at Bunker Hill and liberally donated funds in support of the Revolution. Abigail Adams from her home at what is now 131 Franklin Street, on the eighteenth of May, 1778, wrote her husband, “Difficult as the day is, cruel as this war has been, separated as I am, on account of it, from the dearest connexion in life, I would not exchange my country for the wealth of the Indies, or be any other than an American.”



Abigail Adams Cairn, Penn's Hill. Erected 1896

CHAPTER IV

TOWN OF QUINCY; COLONEL JOHN QUINCY

AS EARLY as 1728, the question of political separation of the Town into "Two Towns" arose. For over sixty years persistent discussions continued at Town Meetings. About 1790, those who formed the first parish turned their attention seriously to the subject of dividing the town. On February 22, 1792, they were incorporated into a distinct town under the name of Quincy. Reverend Anthony Wibird, then minister of the First Parish Church, was requested to give a name to the place. On his refusal, a similar request was made to the Honorable Richard Cranch, who recommended its being called Quincy in honor of Colonel John Quincy, who had been the owner of the Mount Wollaston Farm which had given the first civilized name to the place.

This member of the Quincy family was in the third generation from Edmund Quincy, the immigrant. John Quincy, the son of Daniel and Anna (Shepard) Quincy, was born in Boston, July 21, 1689. His father died the following year. On January 7, 1700, his mother married the Reverend Moses Fiske, third minister of the Church of Christ in Braintree.

Thus John Quincy, a boy of eleven years, became identified with Old Braintree. In 1708, he graduated from Harvard College. In the following year he inherited from his maternal grandmother, the daughter of William Tyng, her father's property, the original Mount Wollaston. Soon he took possession of the broad acres of Mount Wollaston or Merry Mount. In 1715, Elizabeth Norton, daughter of the Reverend John Norton, third minister of the old church in Hingham, became his wife.

For many years John Quincy was a member of the Suffolk regiment of Massachusetts, of which his grandfather, Edmund Quincy, at one time was Lieutenant-Colonel. As early as his twenty-sixth year, John Quincy was called "Colonel," a dignity conferred by popular brevet. His actual rank was that of a Major as commissioned by the Governor. His youthful appointment to this rank was highly complimentary and denoted social distinction and political advancement.

On August 3, 1716, "The inhabitants of Braintree chose Major John Quincy moderator for the day." Early appointed a justice of the peace, he was next commissioned as a special justice, then a justice of quorum, and finally a justice through the Province. In 1717, he was elected to represent Old Braintree in the General Court. When he was again elected in 1719, his unparalleled career as representative and moderator commenced. For twenty-two successive years, 1719 to 1741, he was returned to the House of Representatives with unfailing regularity; later he represented Braintree for five additional years. At forty-two town meetings he was chosen moderator.

His personality, character and judgment so impressed his fellow representatives that they elected him Speaker of the House from 1729 to 1741. Later a marked distinction was paid him by his elevation to His Majesty's Council, in which he served nine years, a period which included some of the most trying episodes of the Provincial period.

During this time he was also serving his community in other positions of trust, among them guardian, at their own request, of the Ponkapog Indians, a remnant of the Massachusetts tribe. For twenty-one years he dealt with these wards "as under the strongest obligations to be faithful."

At the age of sixty-five he retired to his farm at beautiful Mount Wollaston. There in the colonial homestead which he had erected on what is now Samoset Avenue near Sea Street, he passed the closing days of a busy and useful life.

Colonel John Quincy was the maternal grandfather of Abigail Smith who became the wife of President John Adams. On July 12, 1767, as old Colonel John Quincy lay dying, his day-old great-grandson was baptized by the Reverend John Hancock, and named in honor of his great-grandfather, John Quincy Adams, at a service in the Hancock Meeting House. The following day in the seventy-eighth year of his life, Colonel John Quincy died. His grave in the Hancock Cemetery was appropriately marked in 1904 with a granite memorial by the Quincy Historical Society.

"In private life, Colonel John Quincy was exemplary; he adorned the Christian profession by a holy life, a strict observance of the Lord's day, and a constant attendance upon the public ordinances of religion, — in one word he was a gentleman true to his trust, diligent and active in public business, punctual in promises and appointments, just towards all men, and devout towards God."

It was in honor of this sturdy Provincial patriot that Richard Cranch recommended that the separated North Precinct be known as Quincy. On the twenty-second day of February, 1792, one hundred and fifty-two years lacking three months after its original incorporation as Braintree, the General Court enacted, "That the lands comprised within the North Precinct of the Town of Braintree, as the same is now bounded, with the inhabitants dwelling thereon, be, and they are hereby incorporated into a town by the name of Quincy." The following day Governor John Hancock approved the act incorporating his birthplace as the Town of Quincy.

The name of Quincy, however, was not wholly acceptable. At the town meeting of May 14, 1792, the opposition name was proposed, — Hancock, in honor of John Hancock, a native born and living man, then at the height of his popularity as governor of the Commonwealth of Massachusetts. The records show that the discussion which ensued was long and exciting. At the close of the debate, the motion to peti-

tion the General Court for an alteration of name was defeated. The original appellation was thus confirmed. Today seventeen localities in the United States bear the name Quincy.

“Quincy in truth, seems the one name congenial to the spirit and history of this locality, deep-rooted in chivalrous Norman life, transplanted here with the first settlers, associated with much that is fine and high in those who bore it, and in utterance full and dignified. It is a distinction to be called of Quincy.”

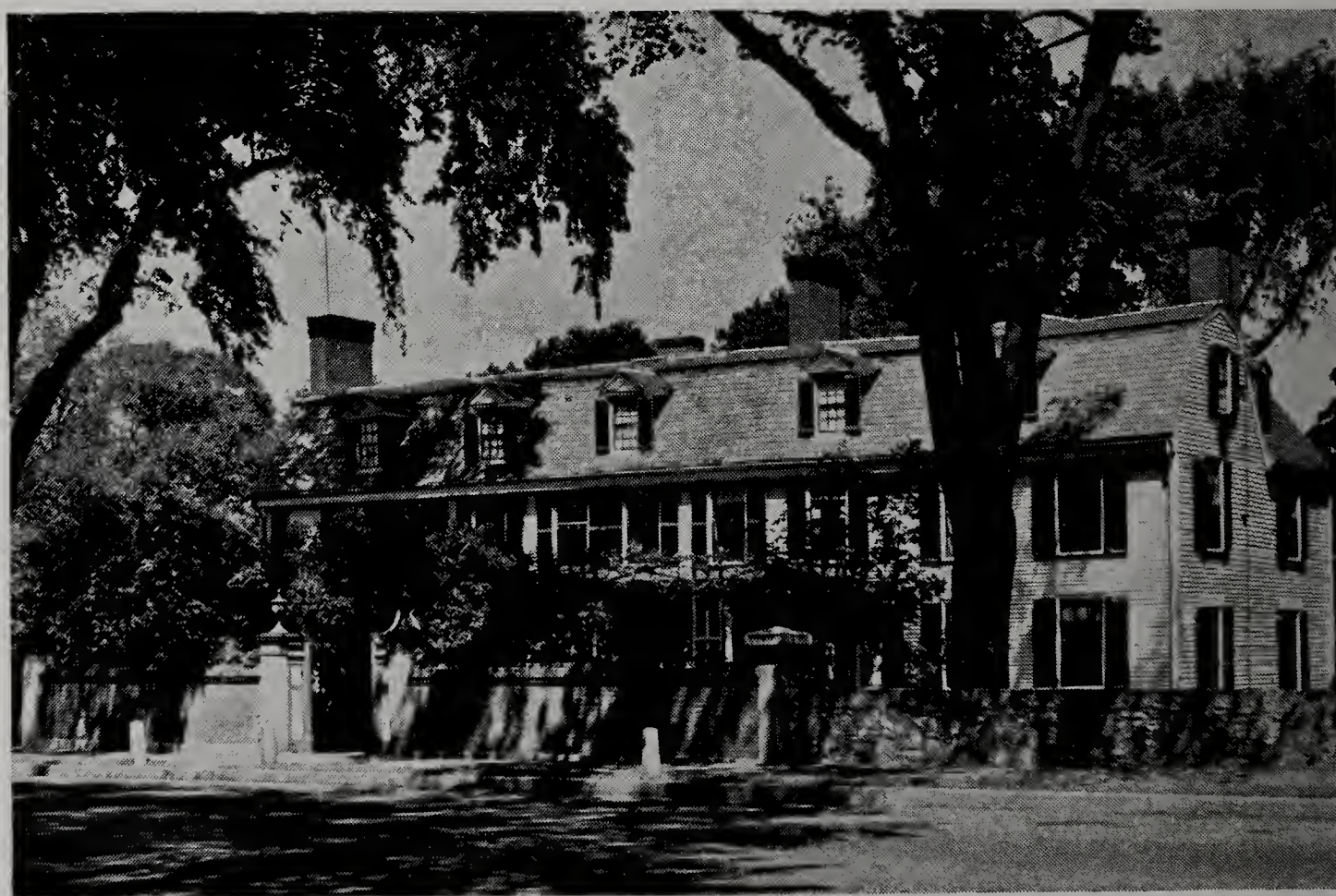
The first town-meeting of Quincy was held March 8, 1792, at which the following town officers were chosen: Town Clerk, Ebenezer Vesey; Town Treasurer, Thomas B. Adams; Selectmen and Assessors, Ebenezer Miller, Benjamin Beale, Jr., Captain John Hall; Constable, Joseph N. Arnold; Fence Viewers, Lieutenant Peter Brackett, Lieutenant Jonathan Baxter; Surveyors of Highways, Lieutenant Peter Brackett, Ebenezer Nightingale, Lieutenant Jonathan Baxter, Ensign Samuel Bass, Jonathan Beale; Hogsreaves, Peter Adams, 2d, John Sanders; Tithingmen, William Adams, William Sanders; Surveyor of Boards and Stileworks, Lieutenant Thomas Pratt; Surveyor of Hemp, John Billings; Packer of Beef, Ebenezer Adams; Culler of Fish, Captain Samuel Brown; Bread Weigher, Deacon Jonathan Webb; Sealer of Leather, Thomas Cleverly, Jr.; Hay Wards, John Nightingale, Lemuel Billings; Fire Wards, Edward W. Baxter, Samuel Nightingale.

At the date of its incorporation, February 22, 1792, the Town of Quincy had a population of nine hundred, made up of less than two hundred families.

Old Braintree and Quincy were a part of Suffolk County until March 26, 1793, when the present Norfolk County was established.



Adams Mansion — 1787



Adams Mansion — 1944

CHAPTER V

NATIONAL TRADITIONS; NINETEENTH CENTURY

DURING the nineteenth century, four major contributions affecting the history of the United States were made by men of Old Brain-tree and Quincy.

The reorganization of the United States Military Academy was carried out by Brigadier General Sylvanus Thayer, a military genius, who became known to history as the "Father of West Point."

The Monroe Doctrine of 1823 was primarily the work of John Quincy Adams, then Secretary of State, who wished "to make an American cause and adhere inflexibly to that." The prolonged fight of John Quincy Adams for Freedom of Speech and the Right of Petition, in the repeal of the so called "Gag Laws," is one of the most dramatic contests in the history of the Congress of the United States.

A famous friendly settlement of an international controversy was the Geneva Tribunal of 1871-1872, in which the Honorable Charles Francis Adams, Minister to Great Britain 1861-1868, was American Arbitrator. Here he initiated an illustrious pattern for arbitration between nations, a victory for civilization. "None of our generals in the field, not even Grant himself," asserted James Russell Lowell, "did us better or more trying service than he (Charles Francis Adams) in his forlorn outpost of London."



Hancock Meeting House

QUINCY CENTER — 1822

Town House

CHAPTER VI

THE TOWN HOUSE OF QUINCY

1844

NOVEMBER 1, 1944, marked the One Hundredth Anniversary of the completion and the occupancy of the Town House of Quincy.

Fifty-one years previous to the building of the Town House, the inhabitants of Quincy at their Town Meeting of April 11, 1793, had voted to build a School House. At their Town Meeting of November 16, 1795, Lt. Elijah Veazie, Moses Black, and Benjamin Beale were chosen a committee to build the School House at a cost of one thousand dollars, on the Training Field which included the present site of the First Parish Church, a part of Washington Street, and a large share of Temple Street.

This School House was a plain two-story building which stood about one hundred feet north of the Hancock Meeting House. The upper story of this building was used as the Town Hall.

The first Town Meeting held in this hall was on December 8, 1796. This building was entirely destroyed by fire, December 29, 1815.

During the first six months of 1816, a spirited controversy waged relative to a location for a new combination Town House and School House. Finally, on July 16, 1816, it was voted to purchase "a lot of Mr. Briesler's adjoining the burying ground, which measures fifty square rods, five feet. The price six dollars per rod; the whole cost of said piece of land, three hundred and nine dollars." The Town House and School House was completed on July 21, 1817, at a cost of two thousand, one hundred and twenty-seven dollars and nineteen cents. It is of interest to note that the Town of Quincy "hired" money for the first time on August 3, 1816, to finance the building of the Town House and School House.

In 1842, this building was moved to a site on Coddington Street, near the Coddington School. The land on which it had stood was added to the now Hancock Cemetery. Fourteen years later the building was removed nearly to its old site, and remodeled. In 1872, the old Town Hall was the seat of the District Court of East Norfolk, and later the headquarters of the Young Men's Christian Association. This building exists today and is known as the Central Building.

The subject of a new Town House was a prominent one during the year of 1841. During the following three years many exciting meetings were held at which the location and plans for the Town House were "hotly" discussed. At the Town Meeting of February 9, 1844, a committee of five, consisting of Daniel Baxter, John Souther,



Town Hall -- 1875



City Hall of Quincy -- 1900

Benjamin Page, James Newcomb, and George Veazie, were chosen to procure a suitable plan for a Town House, of wood or stone, and estimates of the same. On April 18, 1844, the town voted to purchase the lot of land offered by Daniel French for one thousand dollars, and ordered that the Town House should be built of stone. (At that time stone was synonymous with Quincy Granite.) At the same Town Meeting the following were added to the building committee: Solomon Willard, Henry Wood, George W. Beale, William Torrey, Abel Wright, Thompson Baxter, Levi G. Folsom, Ebenezer Jewett, Jonathan Jameson, and John A. Simpson.

On the following day, April 19, 1844, Daniel French and his wife, Hannah French, deeded to the Town of Quincy the present site of City Hall with the following stipulation, "Always however upon this condition that the said parcel of land shall not be used for any other purpose than as a place for a Town House for the said Inhabitants; and upon any breach of this condition, this conveyance shall be void to all intents and purposes."

The following notice appeared in the *Quincy Patriot* of April 27, 1844: "To Contractors. Sealed proposals will be received by the Building Committee until next Monday, the sixth day of May next at two o'clock in the afternoon, for furnishing and delivering on the spot, all materials for building a Stone House, fifty by eighty feet, and thirty-five feet, four inches in height, the front end and the two sides to be of dressed blue Granite of uniform color, the back end to be of rough Ashlar, and the whole to be laid in cement, together with about one hundred perches of stone for the cellar.

"Proposals will be received for furnishing the stone for the cellar, for the front, for either side, and for the back, separate, or the whole together.

"The whole of the mason work, including the cellar, must be on contract. For furnishing the lumber, etc., and Carpenter's work, separate proposals must be made.

"Bonds satisfactory to the Committee will be required of contractors for the fulfilment of their contract.

"Said building to be finished on or before the first day of November next, in a workmanlike manner, satisfactorily to the Committee.

"Specifications and plans may be seen at the office of Mr. Solomon Willard.

"Per order of the Building Committee

"John Souther, Chairman."

Later the *Quincy Patriot* reported: "The Building Committee of the Town House have effected a contract for the building of a Town House which will be one of the most elegant edifices in New England. The Town House will be fifty feet by eighty feet and thirty-five feet six inches to the eaves, of fine hammered stone, the front to be like the Merchants Exchange in State Street, Boston, having four beautiful fluted pilasters and handsome capitals with architrave frieze and cornice — the sides to be finely hammered, and laid in Ashlar courses sixteen inches rise.

"The Hall will have four large windows on both sides, each containing fifty square feet of glass. There will be an office or store in each front corner, and another room in the rear of them, which will take up about one-half of the room on the first floor. The remainder will make a commodious lecture or lyceum room, nearly twice as large as the old Town Hall, the entrance to which will be on the south side of the building.

"The Town Hall will be forty-six by seventy feet in the clear including the gallery, which is to be over the Committee Room and the whole will be capable of seating twelve hundred persons."

EXPENSE OF BUILDING NEW TOWN HOUSE

REPORT OF TOWN TREASURER, TOWN MEETING, MARCH 3, 1845

Town Records, 1844 - 1880. Volume 4, Pages 26 and 27.	
Daniel French, Land for Town House	\$1,000.00
Solomon Willard, Drawing plans and Superintending the building for five months.....	280.00
James B. Perkins, Materials and Carpenter's work	4,654.18
Extra alterations in desk, glass, etc.....	145.91
Joseph B. Whitcher, Contract for Front of Building	4,244.00
Interest on same.....	15.00
Extra lettering and fitting in their stone.....	96.75
Rowland Owens, Contract for One Side of Building.....	2,375.00
Wright and Barker, Contract for One Side of Building	2,300.00
Contract for Cellar Stone.....	273.70
Extra fitting in their stone, 41 days at \$2.25 per day	92.25
Ebenezer Jewett, Contract for Rear of Building	600.00
Interest on same.....	4.78
William N. Gardner, Stone, Mason Work and Materials	2,200.00
Extra Bill	60.25
Nathan Goss, Extra labor, lewising stone per order of Solomon Willard, 75 days at \$1.75 per day.....	132.56
Labor	36.56

H. G. Emery, Fitting stone, 22 days at \$2.00 per day.....	44.00
John Adams, Fitting stone, 22 days at \$2.00 per day.....	44.00
A. Wentworth, Free stone.....	2.69
Thomas Patson, Soap stone.....	2.87
Josiah Savil, For clamps, etc.....	169.88
Samuel Thomas, For slate.....	27.25
Joseph F. Wiggins, Carting slate.....	2.00
J. S. Carr, Carting slate.....	2.00
John Briesler, Lead.....	.88
Thompson Baxter, Services on Building Committee.....	20.25
For writing, etc.....	10.61
Joseph French, Superintending 34½ days at \$1.75 per day	60.37
G. Clements, Five days on the Building Committee	7.50
Benjamin Page, Superintending and Carpentry work.....	12.00
Thomas Adams, Digging celler and digging around the Town House at \$1.35 per square.....	162.00
C. L. Badger, Drawing plans, 11¼ days at \$1.75 per day	19.69
George H. French, Use of rooms for Committee.....	17.00
<hr/>	
Total Cost of Town House.....	\$19,115.93

It is of interest to note that the granite for each side of the Town House was furnished by a different contractor.

[The Town House of Quincy remains in use today as Quincy's City Hall, a great tribute to the enduring qualities of Quincy granite, to Solomon Willard, the architect and superintendent, and to the workmanship of that day.] 1958

CHAPTER VII

THE CITY OF QUINCY

WITH the startling increase of industry and commerce, the Quincy of the eighties was no longer a quiet agricultural village. Its town government — an ideally democratic institution in which freedom of speech had prevailed — was outgrown and outmoded. Municipal functions, as well as population, had multiplied. Centralized administration and responsibility were essential.

A charter drafted by two eminent Quincy men, Josiah Quincy, sixth of the name, and Sigourney Butler, enacted by the Legislature May 17, 1888 (Chapter 347, Acts of Massachusetts, 1888), adopted by the town (by a vote of 812 in favor, to 454 against) at a special town-meeting held on the 11th of June of the same year, provided that "the inhabitants of the town of Quincy shall continue to be a body politic and corporate under the name of the 'City of Quincy'; that the administration of all the fiscal, prudential and municipal affairs of said city, with the government thereof, shall be vested in an executive department which shall consist of one officer to be called the mayor, and in a legislative department which shall consist of a single body to be called the city council, the members whereof shall be called councilmen. The mayor and councilmen shall be elected annually. The executive department shall never exercise any legislative power, and the legislative department shall never exercise any executive power. The territory of the city shall be divided into six wards. The general management and control of the public schools of said city shall be vested solely in a school committee, consisting of members at large and members from wards, who shall serve without pay and shall be elected from the inhabitants."

The charter simply substituted a single executive for the Board of three Selectmen, and established the council as the legislative body in place of Town Meeting. The fundamental principle of the charter was the distinct line of demarcation consistently preserved throughout between the executive and legislative functions and responsibility.

To the mayor the charter gave more arbitrary powers within his department than had ever in the United States been entrusted to the executive head of any organization classed as political. Under the charter the absolute power of appointing and removing all municipal officers was conferred upon the mayor exclusively, irrespective of the legislative department excepting only the members of the council, officials appointed by the governor, the members of the school committee, which constituted a co-ordinate and independent branch of the executive department, and the auditor of accounts and comptroller, if any, the latter officers being chosen by the council to act as a check upon the executive.

The original city council of Quincy consisted of twenty-three councilmen, five elected at large by and from the qualified voters of the whole city voting in their respective wards, and three elected from each of the six wards of the city by and from the qualified voters in each ward.

The framers of the charter in distributing the powers and functions of the city government of Quincy followed the maxim that "Deliberation is the work of many, Execution is the work of one."

Twenty-eight years later, on November 7, 1916, a new City Charter, Plan A. Government by Mayor and City Council Elected at Large (Chapter 267, General Acts of Massachusetts, 1915), was accepted by the citizens of Quincy.

PART II. PLAN A. MAYOR AND CITY COUNCIL

Section 1. The method of the city government provided for in this part shall be known as Plan A.

Section 2. Upon the adoption of Plan A by a city in the manner prescribed by this act, such plan shall become operative as provided in Part 1; and in its powers of government shall be exercised as is prescribed herein and in Part 1.

Section 3. There shall be a mayor, elected by and from the qualified voters of the city, who shall be the chief executive officer of the city. He shall hold office for the term of two years from the first Monday of January following his election, and until his successor is elected and qualified.

Section 4. No ballot used in any annual or special or city election shall have printed thereon any party or political designation or mark, and there shall not be appended to the name of any candidate any such party or political designation or mark, or anything showing how he was nominated or indicating his views or opinions.

Section 5. The legislative powers of the city shall be vested in a city council, which shall consist of nine persons, elected at large by and from the qualified voters of the city. One of its members shall be elected by the council annually as its president. At the first election held in a city after its adoption of Plan A, the five candidates receiving the largest number of votes shall hold office for two years, and the four receiving the next largest number of votes shall hold office for one year. Thereafter, as these terms expire, there shall be elected at each annual city election a sufficient number of members to fill the vacancies created by the expiration of said terms, each of the members so elected to serve for a term of two years.

Section 6. The mayor shall receive for his services such salary as the city council shall by ordinance determine, not exceeding five thousand dollars a year, and he shall receive no other compensation from the city. His salary shall not be increased or diminished during the term for which he is elected. The council may, by a two thirds

act the councillors elected from each ward shall be elected to serve for one year, and those elected at large shall be elected to serve for two years, from the first Monday in January following their election and until their successors are elected and qualified; and at each annual city election thereafter the councillors elected to fill vacancies caused by the expiration of terms shall be elected to serve for two years. Whenever the number of wards of the city is increased, the number of members of the city council shall be correspondingly increased, and at the first municipal election after the creation of a new ward a councillor shall be elected by and from the qualified voters of the new ward, to serve for two years from the first Monday in January following his election. Whenever by reason of an increase in the number of wards the number of members of the city council would be increased to an even number, an additional councillor shall be elected at large by and from the qualified voters of the city to serve for two years from the first Monday of the following January.

Section 2. The term of office of the members of the city council in office at the time of acceptance of this act shall expire on the first Monday in January following said acceptance.

Section 3. Section five of Part II of chapter two hundred and sixty-seven of the General Acts of nineteen and fifteen, relating to Plan A, in so far as it is inconsistent with the provisions of this act shall not apply to the city of Quincy; provided, however, that except as changed by this act, the form of municipal government now in force in said city, and the special laws relating thereto shall continue in force until amended or repealed.

Section 4. This act shall be submitted to the registered voters of the city of Quincy at the next state election and shall take effect upon its acceptance by a majority of the voters voting thereon. The act shall be submitted in the form of the following question to be placed upon the ballot: "Shall an act of the general court, passed in the current year relative to ward representation in the city council of the city of Quincy be accepted?" Yes—No. Approved March 24, 1920. Accepted November 2, 1920 by voters of City.

Chapter 17. Acts of 1926.

An Act relative to preliminary elections for the nomination of candidates for elective municipal office in the City of Quincy.

Be it enacted, etc., as follows:—

There shall be placed upon the ballot to be used at the next state election in the city of Quincy the following question: "Shall sections forty-four A to forty-four G, inclusive, of chapter forty-three of the General Laws, relative to the nomination by preliminary elections of candidates for elective municipal offices in cities governed under a standard form of city charter, be accepted by the City of Quincy?" If a majority of the voters thereon in said city vote in the affirmative, said section shall there-upon take effect therein.

Approved February 4, 1926. Accepted by citizens November 2, 1926.

Chapter 163. Acts of 1941.

An Act providing for Biennial Municipal Elections in the City of Quincy.

Be it enacted, etc., as follows—

Section 1. Beginning with the year of 1945, municipal elections in the city of Quincy shall be held biennially on the Tuesday next following the first Monday in November in each odd-numbered year. There shall be no regular municipal election in said city in the year nineteen hundred and forty-four.

Section 2. At the regular municipal election to be held in said city in the year nineteen hundred and forty-two, the mayor and the councillors to be elected thereat shall be elected for terms of three years each. At the biennial municipal election to be held in said city in the year nineteen hundred and forty-five, and at each biennial municipal election thereafter the mayor and all of the councillors shall be elected for terms of two years each.

Section 3. At the regular municipal election to be held in said city in the year nineteen hundred and forty-one, and in the year nineteen hundred and forty-three, the members of the school committee to be elected thereat shall be elected for terms of four years each. At the biennial municipal election to be held in said city in the year nineteen hundred and forty-five and at each biennial municipal election thereafter, all members of the school committee to be elected thereat to serve for terms of four years each.

Section 4. This Act shall be submitted for acceptance to the qualified voters of the city of Quincy at the regular municipal election in the current year in the form of the following question, which shall be placed upon the official ballot to be used at said election: "Shall an act passed by the general court in the current year, entitled 'An Act providing for Biennial Municipal Elections in the City of Quincy,' be accepted?" If a majority of the votes cast on said question is in the affirmative, this act shall thereupon take full effect; otherwise it shall be of no effect and the members of the school committee elected at said election shall hold office for terms of three years each.

Approved April 7, 1941. Accepted by citizens December 2, 1941.

It should be noted that, although the Mayor has broad powers in the appointment of municipal officers, the following officials are elected by the City Council: City Clerk, Auditor of Accounts, City Messenger, Clerk of Committees, and Director of Veteran's Relief.

Quincy held its first election as a city, December 4, 1888. On January 7, 1889, the Honorable Charles H. Porter took office as its first mayor. Since January 4, 1943, the Honorable Charles A. Ross, the twenty-second mayor, has served as the chief executive officer of the city.

In the intervening years, the executive office has been filled by the following men:

Hon. Henry O. Fairbanks	1891 - 1893
Hon. William A. Hodges	1894 - 1895
Hon. Charles F. Adams, 3d	1896 - 1897
Hon. Russell A. Sears	1898
Hon. Harrison A. Keith	1899
Hon. John O. Hall	1900 - 1901
Hon. Charles M. Bryant	1902 - 1904
Hon. James Thompson	1905 - 1907
Hon. William T. Shea	1908 - 1911
Hon. Eugene R. Stone	1912 - 1913
*Hon. John L. Miller	1914
Hon. Chester I. Campbell	1915
Hon. Gustave B. Bates	1916
Hon. Joseph L. Whiton	1917 - 1920
Hon. William A. Bradford	1921 - 1922
Hon. Gustave B. Bates	1923 - 1924
Hon. Perley E. Barbour	1925 - 1926
Hon. Thomas J. McGrath	1927 - 1932
Hon. Charles A. Ross	1933 - 1934
Hon. Thomas S. Burgin	1935 - 1942

*Died in office.

On January 7, 1889, Harry W. Tirrell was elected by the City Council, as City Messenger. In 1941, as a tribute to him, the Revised Ordinances of 1937, were amended by the following to be known as Chapter 59; "As a mark of respect to and in honor of Harry Wallace Tirrell who, since 1889 when the City of Quincy became incorporated, has honorably and efficiently filled the office of City Messenger, the Council Chamber in City Hall shall hereafter also be known as the Harry W. Tirrell Hall." At the Council meeting of January 3, 1944, Harry W. Tirrell was elected to serve his fifty-sixth consecutive term as City Messenger.

The magnitude of the affairs which our municipal officials manage appears in startling relief in a comparison of figures. During the first ten years of independent town life (1792-1801) the annual tax levy by taxation was sixteen hundred and eighty dollars, or about one dollar and sixty cents to an inhabitant for the support of both Church and Town; in 1800, the annual appropriations had increased to twenty-one hundred dollars; in 1820, to four thousand dollars. Four years later the Church and Town were separated, and accordingly the appropriations for that year fell to twenty-eight hundred dollars. In 1840, the total sum raised by the Town was \$11,130.62; total val-

uation of Real and Personal Property \$1,721,025.00; tax rate \$5.50 per thousand; total number of polls 1,100; estimated population 4,000.

The growth of the City of Quincy over a period of fifty-five years is most clearly shown by a comparison of figures on its financial condition and property valuation for the years ending January 7, 1889 and December 31, 1944.

January 7, 1889
REVENUE ACCOUNTS

Cash in treasury February 1, 1888	\$7,901.18
Receipts February 1, 1888 to January 7, 1889	293,847.99
	<hr/>
	\$301,749.17
Payments February 1, 1888 to January 7, 1889	299,943.63
	<hr/>
Balance on deposit in bank	\$1,805.54
Total debt	\$44,522.55

VALUATION

Total valuation of real estate	\$7,825,250.00
Total valuation of personal property	1,932,710.00
	<hr/>
Total valuation of the city	\$9,757,960.00
Tax rate per \$1,000 valuation	\$16.70
Tax as committed	\$153,600.00
Number of persons assessed	5,612
Number of polls assessed	4,096
Number of houses	2,453½
Estimated population	14,600

December 31, 1944
REVENUE ACCOUNTS

Cash on hand January 1, 1944	\$796,441.36
------------------------------------	--------------

Receipts

Temporary Loans	\$1,400,000.00
Receipts	7,147,475.06
Transfer from Non-Revenue	2.00
	<hr/>
	8,547,477.06
	<hr/>
	\$9,343,918.42

Payments

Temporary Loans	\$1,700,000.00	
Tax Title Loans	3,000.00	
Norfolk County Hospital Tax	45,609.95	
Norfolk County Tax	143,610.74	
State of Massachusetts	555,055.87	
Court Judgment		
Other Expenses	6,134,470.53	
Transfers	20,059.84	
	<hr/>	\$8,601,806.93
		<hr/>
		\$742,111.49

NON-REVENUE ACCOUNTS

Cash on hand January 1, 1944	\$338,049.03	
Receipts	21,675.18	
Transfers	20,059.84	
	<hr/>	\$379,784.05
Transfer to Revenue	2.00	
	<hr/>	\$379,782.05
Payments	109,999.37	
	<hr/>	\$269,782.68

SUMMARY

Revenue Cash on hand	\$742,111.49	
Non-Revenue Cash on hand	269,782.68	
	<hr/>	\$1,011,894.17
Total		
Total Bonded Debt December 31, 1944	\$2,416,500.00	
The borrowing capacity (or legalized margin for borrow- ing within the debt limit) December 31, 1944.....	\$1,769,881.10	

VALUATION

Valuation of Buildings	\$86,933,125.00	
Valuation of Land	35,415,550.00	
	<hr/>	\$122,348,675.00
Total		
Value of Personal Property	8,085,700.00	
Assessments levied in December 1944	12,400.00	
	<hr/>	\$130,446,775.00
Total		
Net value of Automobiles December 31, 1944	2,361,374.00	
	<hr/>	\$132,808,149.00
Total value of the city including automobiles		

Total appropriations as certified by the City Clerk to be raised by taxation, Chapter 41, 15A	\$5,357,032.17
Total appropriations voted to be taken from available funds	\$96,975.87
Amount to be raised by polls	\$42,546.00
Tax rate per \$1,000 valuation	\$30.00
Number of polls	27,039
Number of voters as of December 31, 1944	23,316
Male	19,604
Female	21,427
Total	41,031
Number of dwellings assessed more than	16,000
Number of automobiles registered	17,897
Area of Quincy (square miles)	16.77
Area of public parks (acres)	2,735.4
Estimated population 1944	81,000

Representative Districts

First Norfolk (3 Representatives), Ward 3, Ward 4, Ward 5, Ward 6.

Second Norfolk (1 Representative), Ward 1.

Third Norfolk (3 Representatives), Ward 2, Quincy, Braintree, Weymouth.

Senatorial District — First Norfolk.

Councilor District — Second.

Congressional District — Thirteenth.

Standing Committees of the City Council for 1944

Finance; Veterans' Aid; Public Buildings, Sewers, and Water Supply; Fire and Police, Health and Welfare; Ordinances and Legislative Matters; Streets, Sidewalks and Municipal Lighting; Public Utilities, Pensions; Land Conveyance.

Special Committees of the City Council for 1944

Adams Temple and School Fund; Woodward Fund and Property; Explosives; Veterans' Memorial.

Regular Meetings of the City Council are held the first and third Monday evenings of each month at 7:45 P. M.

Regular Meetings of the School Committee are held at 7:30 o'clock P. M. on the last Tuesday of each month.

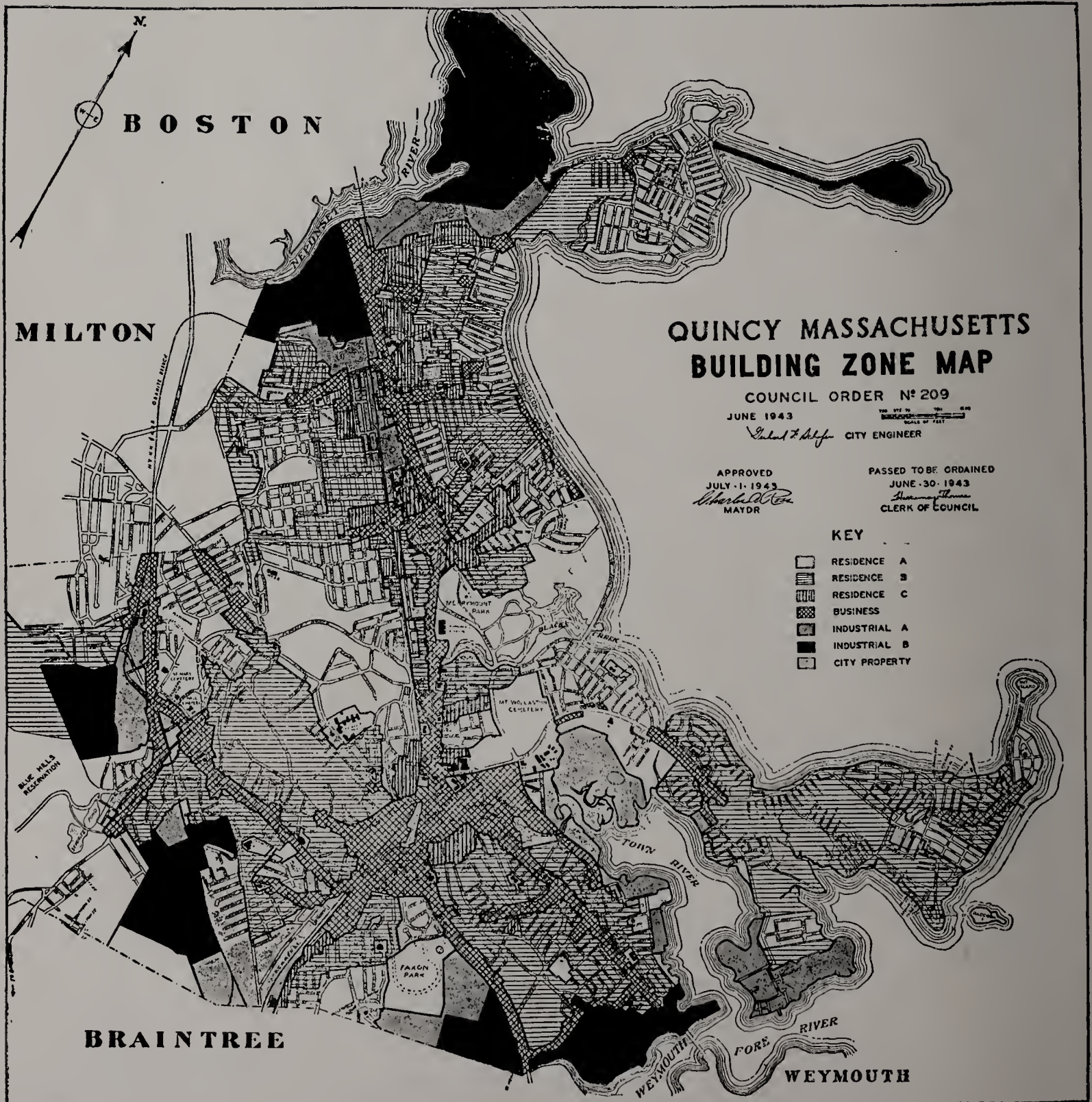
ZONING

Chapter 61. An Ordinance to limit buildings and premises in accordance with their use or construction to specified districts in the city, was passed by the City Council on June 30, 1943, and approved by Mayor Charles A. Ross, July 1, 1943.

The Zoning Ordinance is intended to promote the health, safety, convenience and welfare of the inhabitants, to lessen the danger from fire, and to improve the city.

For the purpose of this ordinance the City of Quincy is divided into six classes of districts:

Residence A	Business
Residence B	Industrial A
Residence C	Industrial B



CHAPTER VIII

THE CITY AND TOWN SEAL OF QUINCY



AN Ordinance concerning the City Seal was passed March 4, 1889, and approved March 8, 1889:

“Be it ordained by the Council of Quincy as follows:

Section I. The design of the City Seal shall be a circle, one and one-half inches in diameter: in the center of the Seal a view of Mount Wollaston; in the outer circle over the top, the dates 1625, 1640, 1792; upon a scroll under the dates, the word Manet; upon a tablet under the view, the word Quincy, and the date of incorporation as a city, 1888.”



Seven years previous while Quincy was yet a town, a committee had been appointed at the town-meeting of March 6, 1882, to “cause a design for a Town Seal to be prepared.” Three weeks later, March 27, the design reported by the committee was adopted as the Seal of the Town of Quincy. While considering a design, George W. Morton, a member of the committee, suggested to the chairman, Charles Francis Adams, Jr., that Mount Wollaston with the single bent cedar would be appropriate and picturesque. From a sketch of Mount Wollaston made by George W. Beale, Jr. (about 1832), was taken the important

feature, the summit of the hill with its lone cedar and the sea beyond. To this was added the historical dates of the Town and the Latin word Manet, meaning "It Remains." The Seal of the City of Quincy recalls its early settlement.

Morton's famous Maypole of 1627, "a goodly pine tree of eighty foot longe, garlanded with ribbons and surmounted with the spreading antlers of a buck," stood on the hill nearby the cedar of the Seal. Although the Maypole was cut down by Governor John Endicott in 1629, the cedar remained until it was blown down in the famous (Portland) storm of November 26 and 27, 1898. A part of the huge trunk, which was thirty-three feet long and seven and one-half feet around the butt, may be viewed at the birthplace of President John Adams, another part at the Quincy Historical Society Room in the Adams Academy Building.

CHAPTER IX

THE DATES ON THE CITY SEAL OF QUINCY



- 1625 — Settlement at Mount Wollaston.
- 1640 — (May 23) Separation from Boston “to be a Town called Braintree.”
- 1792 — (February 22) Incorporation of the North Precinct of Braintree as the Town of Quincy.
- 1888 — (June 11) Incorporation of the Town of Quincy as the City of Quincy.

— MANET —

“The hill remains, connecting the present
with the past

“The city remains, continuous in its history
and development

“The free spirit of it remains

“The fame of it remains, and will remain
forever.”

CHAPTER X

QUINCY GRANITE

UNDERLYING the modern landscape of Quincy is a long and complex geological history. During the building of the new section of the Quincy Yard of the Bethlehem Steel Company, in the vicinity of the Old Hayward Creek Quarry, which is considered a classic locality of New England geology, many fine specimens of fossil trilobites of the Middle Cambrian System, called *Paradoxides harlani*, were discovered in the formation of the noncalcareous green to dark-gray or black, rather massive slate. The thickness of the formation is unknown but it is probably at least one thousand feet. These trilobites should be regarded with veneration as "one of the oldest inhabitants of the state."

The picture which the rocks of Quincy compose tells us a story of very ancient rocks, submitted to extreme heat and pressure in the mountain-building processes, folded, crushed, changed in physical and chemical structure.

In the Quincy-Blue Hills area, the granite and associated rocks display an arrangement in concentric shells or zones, of which the outermost was the first and the central mass the last to solidify.

The central mass of normal moderately coarse-granite is surrounded by a shell of granite porphyry, which in places grades into a more mafic porphyritic phase and in others is replaced by a fine granite contact zone. The stock as a whole must have cooled very near the surface of the earth, and some geologists are inclined to believe that a part of the magma reached the surface and was poured out upon it or was cooled as a surface cover of the main stock, in either case forming the aporphyolite which is apparently peripheral to the granite porphyry.

Quincy Granite is a riebeckite-aegirite granite. Riebeckite and aegirite are varieties of amphibole and pyroxene, respectively, both rich in soda (8 to 10 per cent) and in iron sesquioxide (about 28 per cent) but poor in alumina, magnesia, and lime.

Quincy granite is a medium to coarse and even grained rock composed essentially of dominant feldspar (average 60.02), quartz (average 30.60), and hornblende (average 9.37), the fourth, fifth, and sixth hardest of all the gem stones. Estimates of mineral percentages by the Rosiwal method. The accessory minerals in Quincy granite are ilmenite, magnetite (probably), pyrite (very rare), zircon in doubly terminated crystals, fluorite, glena, titanite, and the black minute particles in quartz. The secondary minerals are kaolin, yellow brown to orange hornblende in fibrous crystals, chlorite, calcite, leucoxene, hematite, siderite, limonite (associated with zircon and aegirite), and

part of the reibeckite. One of the altered granites (Sartori quarry) located at Pine Hill on Willard Street, near the Braintree line contains spherulites which polarize like zircon. The granite of the (Savo) quarry in West Quincy near the Milton line, is cut by a veinlet of secondary epidote, quartz, and calcite.

The deepest quarry in Quincy is Swingles, "Extra Dark." This quarry has reached a depth of about three hundred and seventy-five feet without reaching the limit of the sheet structure.

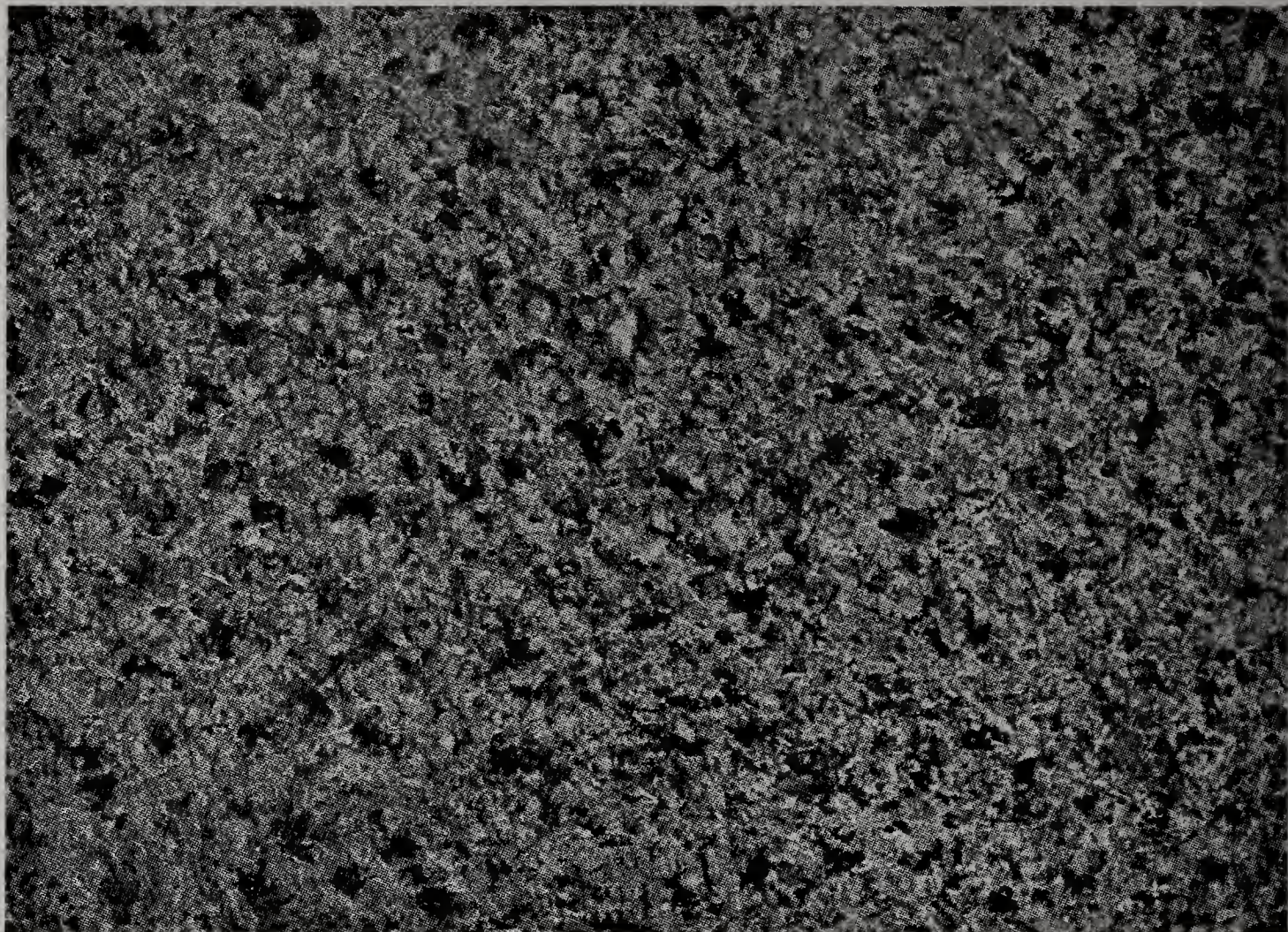
Quincy granite is noted for its high polish. This susceptibility to high polish is due to the absence of mica and to the coarser cleavage of the varieties of hornblende and augite which takes its place. The hardness and impenetrable lustre of the surface always preserves its beauty.

The general color of the fresh normal granite of Quincy ranges from a medium gray or bluish or greenish or purplish gray to a very dark bluish gray, all with black spots which, on closer inspection, are seen to be blue-black or green-black or a mixture of both. In some areas the color ranges to reddish or brownish gray. A peculiar variety of Quincy granite, known as "Gold-Leaf Quincy," the lightest in color ever quarried in Quincy, is characterized by yellowish-brown and reddish specks of iron oxide derived in part from oxidation of the unusual mineral aenigmite. These differences in shade are due in part to a variation in the amounts of the black silicates and of the smoky quartz, as well as to the degree of kaolinization of the feldspars and in the abundance of black particles and of hornblende in them. The smokiness of the quartz appears to be due to infinitesimal particles of some black mineral. The bluish tint of the feldspars is due to microscopic crystals of riebeckite and its greenish hue to minute aegirites. The contrast of color and shade is chiefly between the black silicates and the combined quartz and feldspar except where the feldspar is whitened by kaolinization, which causes it to stand out from the quartz. In the speckled mass the opaque, white, or reddish or greenish crystals with the glistening surface are feldspar; the transparent bluish glassy spots are quartz; and the specks are usually hornblende.

Quincy granite is sold under the various trade names, "Quincy Light," "Quincy Medium," "Quincy Dark," and "Quincy Extra Dark."

The weight of Quincy granite is 165 pounds to the cubic foot. Its crushing strength is 17,000 pounds to the square inch.

To the Colonists, stone seemed the only material of proper dignity for the construction of public buildings. The early days of the Colony,



Quincy Granite



Bunker Hill Quarry



a committee was sent from Boston to examine the granite exposures at Old Braintree. On their return they reported enough stone could be quarried there to erect a house for the Governor and as many as three other buildings.

The first public building to be erected in Old Braintree of native field stone was the second Meeting-House in 1666. This served a double purpose, both as a garrison to defend the inhabitants against the Indians and as a place of worship. [The weather vane of this Meeting-House veers with the wind today from the library of the Adams Mansion, on Adams Street.]

Boulders and surface stones, squared and hammered, from the North and South Commons were used in the construction of the Thomas Hancock House erected on Beacon Street, Boston, in 1737, and in the first notable building of American Stone, King's Chapel, built in Boston, 1749-1754. Foundation stones added to the Hancock Meeting House in 1790 may be seen today in use in the cellar walls of two dwellings on Cottage Avenue.

In the early part of the nineteenth century, Jackson Field, Josiah Bemis, William Wood and William Packard began to open the quarries of Quincy which had lain dormant since creation. These men may be considered the first to establish the stone business in Quincy.

The first stone actually quarried in Quincy was used in the construction of the State Prison erected in Charlestown, in 1815. In 1817, the old Dedham Jail was built of Quincy granite. Three years later, Saint Paul's Church, Boston, was built of granite from the hills of Quincy.

[The actual opening of the granite quarries in Quincy, the first regularly worked in the United States, was due to the demand for suitable material for Bunker Hill Monument.

The quarry known as the Bunker Hill Quarry supplied the stone for the "first and second experiments" of Bunker Hill Monument. The stone for the "third experiment" came from the quarries of D. M. C. Knox, Rogers and Richards, Josiah Babcock, and Barker and Wright.

The insistence of Solomon Willard, architect and superintendent, on a strong and enduring material for the monument, and the resulting enthusiasm for cut granite as building material introduced the "Stone Age" of American architecture.

Quincy's outstanding examples of this architecture are in Quincy Square, the City Hall and the First Parish Church. The facade of City Hall was considered by the late Ralph Adams Cram, noted architect and author, to be one of the outstanding specimens of architecture in the country. The four Doric monolithic columns supporting the

pediment of the Church, each weighing approximately twenty-five tons, were the first cut in Quincy. These came from the Rattlesnake Quarry on Willard Street and were transported from the quarry to the church green on a large carriage drawn by thirty-seven yoke of oxen. "Three of these columns were set in place on the sixteenth of June, 1828, the fourth on the following day." The cost of each column set in place was one thousand dollars. The old red chalk lines by which these columns were lined off are visible today.

The largest monolithic columns in the United States today are the thirty-two fluted monolithic columns, each five feet two inches in diameter, thirty-two feet high, weighing about forty-two tons, which surround the Boston Custom House built in 1837-1847. These were cut from the Pine Hill Quarry, now the Granite Railway Quarry, and transported to Boston by a team of fifty-five oxen and twelve horses.

Far and wide spread the fame of Quincy granite after 1825, and rapid was the growth of the granite industry, Quincy's principal industry for more than one hundred years.

The development of Quincy from a community of farms to a center of industrial activity was due to three men, none of whom were natives of Quincy. Two of these were inventors, Solomon Willard, the architect, and father of the granite industry of the United States; and Gridley Bryant, the builder of the Granite Railway. The third was a financier, Colonel Thomas Handasyd Perkins. All associated with the granite industry through the building of Bunker Hill Monument.

CHAPTER XI

TRANSPORTATION

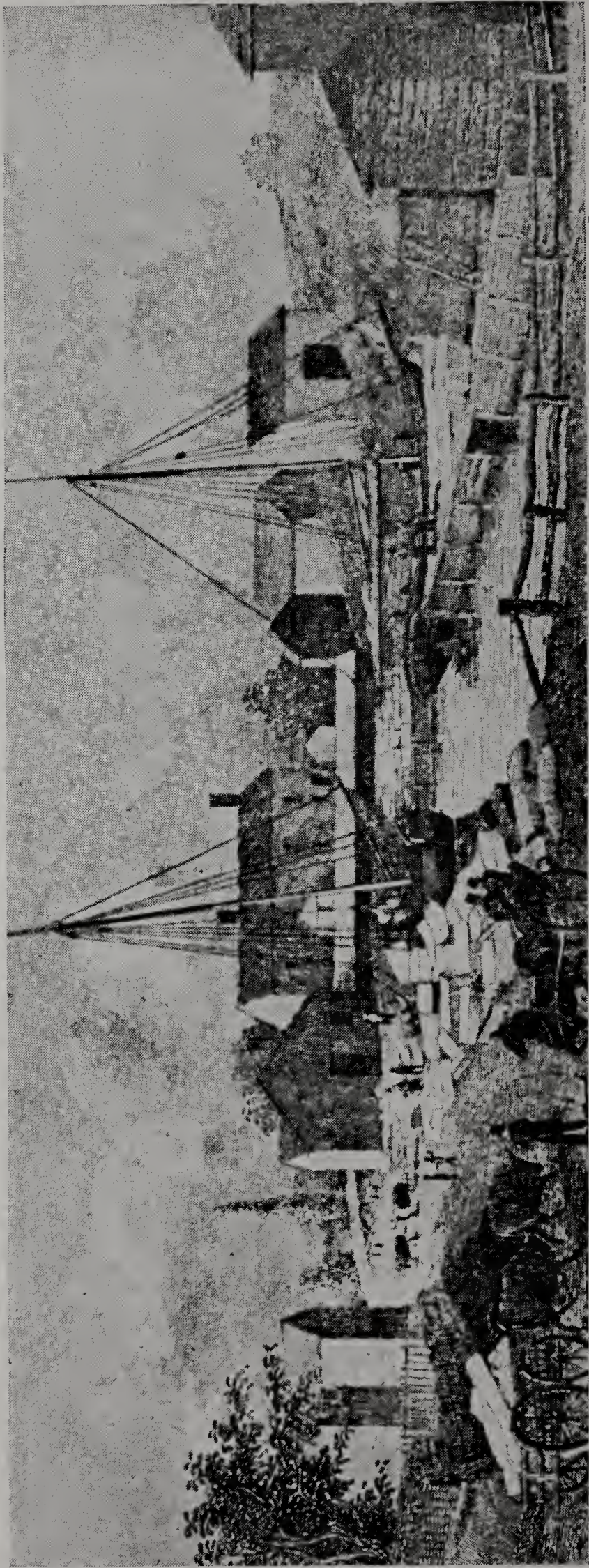
TRANSPORTATION was one of the immediate problems of the early settlers. In 1635, the General Court authorized a ferry across the Neponset River for the purpose of opening communication between Boston and Mount Wollaston, now Quincy. In the same year another ferry over the Monatiquot River "betwixte Wessagusus and Mount Wollaston," now Weymouth and Braintree, was established at East Braintree, connecting with the old coast road which passed over Penn's Hill. This ancient and historical road of Massachusetts Bay, provided for by action of the General Court in 1639, was designed to connect all the outlying coast towns with Boston. The five miles of the Coast Road within the limits of Old Braintree was finally laid out in 1648. This old coast road connected Boston and Plymouth when both were capitals of separate colonies and remained the single thoroughfare from Old Braintree and Quincy to Boston from 1641 to 1803.

The Neponset River was first spanned by a foot-bridge in 1652 at Stoughton's Mill, now Milton Lower Mills. Three years later the General Court ordered a cart-bridge built at the same location. This was the original county bridge over which the Plymouth turnpike passed.

In 1823, ex-President John Adams was asked whether Judge Edmund Quincy of Braintree went to Boston over Milton Hill. He replied, "No, Judge Quincy would have thought it unsafe to venture as far inland as Milton Hill, for fear of the Indians; he was accustomed to go to Boston by the way of the Penny Ferry — a ferry so called because passengers paid a penny to be rowed over the Neponset." This ferry, opened in 1638, was located about half way between the present Neponset and Granite Avenue Bridges.

During the first two centuries of Old Braintree and Quincy, pleasure travel was not in vogue. The condition of the roads and trails was such that no carriage could be used outside the town. A few privately owned coaches had appeared, either the two-horse family type or the smaller two-wheeled chair or chaise type. In winter sleighs, called pungs or pods, drawn by one or two horses, or smaller sleds drawn by dogs were used. Post-riders carried mail and messages between villages of the same colony. Between colonies mail was entrusted to travellers and merchants.

Prior to 1800, no regular stage coaches passed through Quincy. In 1803, a chartered company established the original Neponset Bridge in its present location with a connecting turnpike that coincided with the northerly end of the present Hancock Street.



Quincy Canal

This for years was the favored stage-coach route. In 1863 both bridge and turnpike became public ways thus ending the toll system which made travel so expensive. On the completion of the Neponset Turnpike, Colonel James Thayer started to run a baggage-wagon, adapted also to the carriage of passengers from Quincy to Boston. This mode of transportation proved adequate during the following twenty years. In 1812 the Quincy and Hingham Turnpike Corporation opened travel to the South Shore over the route represented today by Washington Street and the Fore River Bridge.

It is of interest to note that while in 1803 the cost of the Neponset Turnpike and Bridge, including all land purchases, was \$34,000. Fore River Bridge was erected in 1936 at a cost of \$2,500,000.

Following the opening of the Quincy and Hingham Turnpike, the Old Field's District, now Quincy Point, became a place of considerable importance. The Weymouth Packets which passed daily to and from Boston included the "Point" as a regular stop. Later a steamboat service was maintained until after the railroad through Quincy was opened.

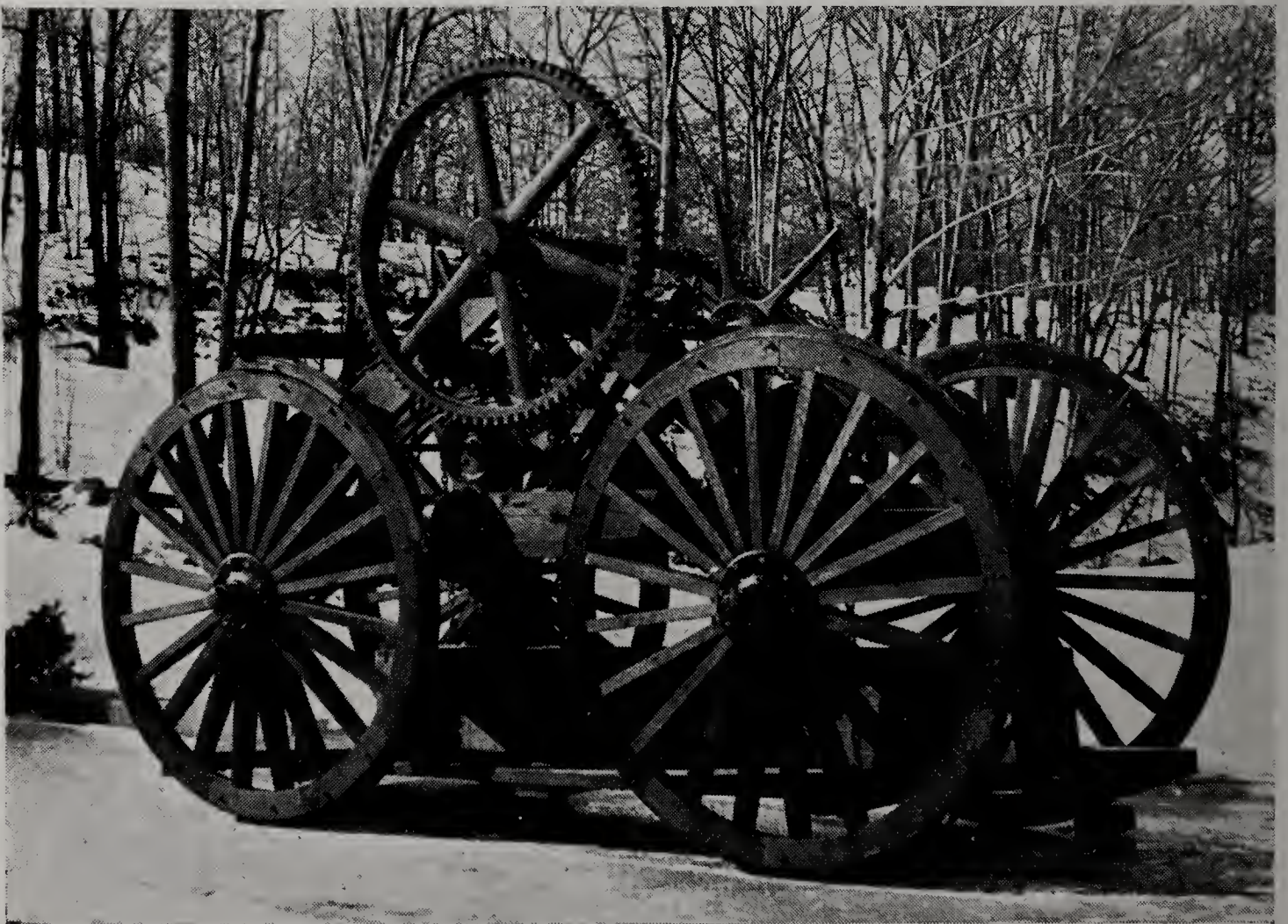
The transportation of stone was an important problem in early Quincy. The cartage of surface stone and huge boulders, such as may be seen today in Faxon Park, was accomplished by the use of heavy carts drawn by oxen or horses, or both. To save part of this long cartage of the granite and to facilitate the handling of larger blocks, Joshua Torrey in 1824, started to build a canal from the tidal basin at Broad Meadows nearly to Quincy Center. Although Torrey's project for carrying the water nearer to the stone was unsuccessful, canals were still the only mode of transportation the general public at that time would consider. In the following year a group of enterprising citizens formed the Quincy Canal Corporation which built a canal for large sloops carrying general supplies as well as granite. This canal ran from the tide mill at Town River to the stone bridge constructed by John Adams, while surveyor of highways in 1760, on the Quincy and Hingham Turnpike, now near the corner of Canal and Washington Streets.

Transportation of stone became an increasing problem with the determination of Solomon Willard to use large blocks of granite in the construction of Bunker Hill Monument. During the sixteenth century in England, the wagon or tramway utilizing rails had been frequently employed to haul burdens to rivers or ports. Probably, the first of such tramways in the United States was an inclined plane used in Boston in 1795 for moving brick. Thus this mode of transportation provided the solution. In the fall of 1825 Gridley Bryant won the consent of a group of prominent Boston men interested in the Monument to see what could be done about building a railway from the quarry to the tide-waters of Massachusetts Bay.

An act of incorporation to construct the railway was passed and approved on the fourth of March, 1826. The builder of this rail-



Incline Plane of the Granite Railway Company



*Replica of the first car used on the First (commercial) Railway
in America*

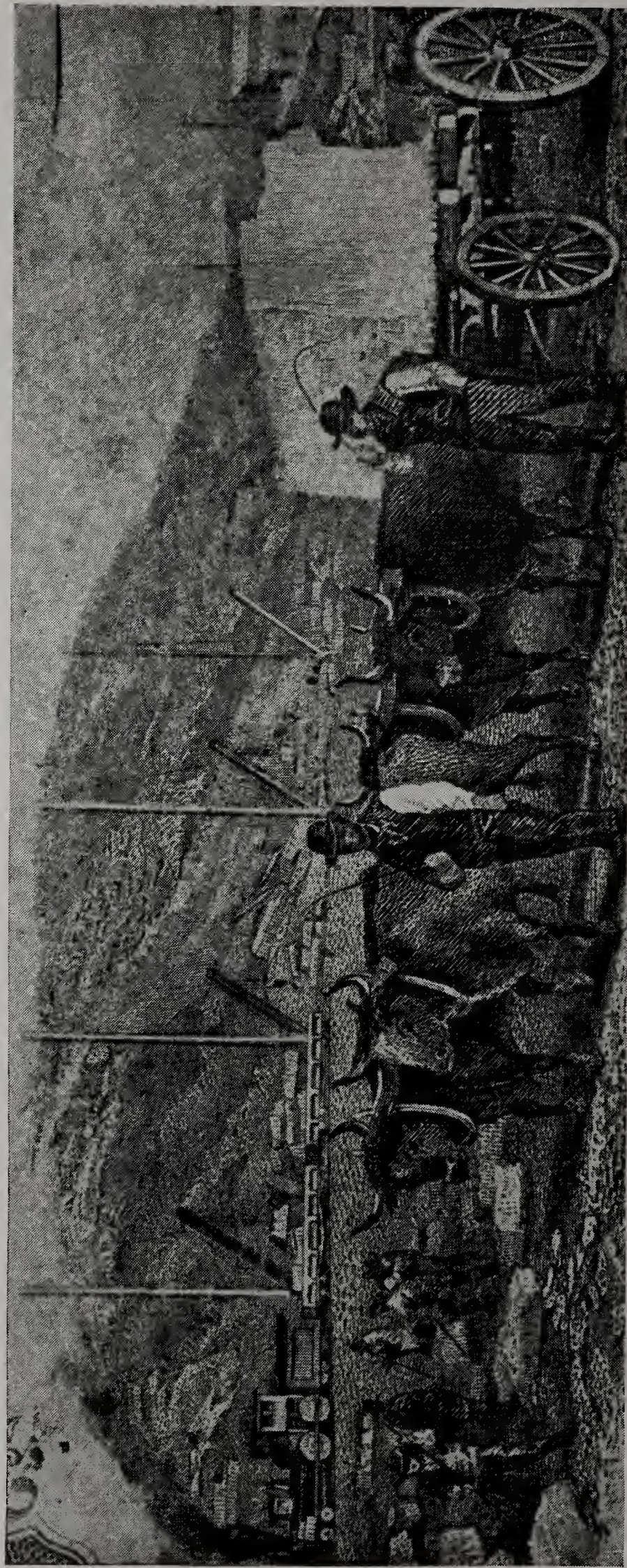
way, Gridley Bryant, stands in the first rank of pioneer engineers in America. His inventive mind was responsible for many important improvements in railway machinery, including the switch, the portable derrick, the turn-table, and the moveable eight-wheel railroad car.

Bryant surveyed several routes from the quarry purchased (called Bunker Hill) to the nearest tide-water. Although the town of Quincy as a body, as well as individual owners of the quarries, pressed for a route directly through the center of the town to Brackett's Wharf or to the "Point," the way selected ran from "Furnis Lott" through West Quincy and East Millton to a wharf at the elbow in the Neponset River, not far from the present Granite Bridge. The old Granite Railway wharf, fifteen hundred feet in length, built at a cost of thirty thousand dollars, is still in existence today and is now a part of the Metropolitan Park System.

On April 1, 1826, work commenced on the Granite Railway of Quincy, the First (commercial) Railroad in the United States, which continued in operation for a period of about forty-five years.

Shortly after the organization of the Railway Company, Mr. Willard advised the Building Committee of the Bunker Hill Monument Association: "It has been the wish of some of the railway company for sometime that we should relinquish the Bunker Hill Quarry and take the stock at Pine Hill (a quarry recently purchased by the company.) The exchange would undoubtedly be advantageous to that company, as it would save the expense of some rods of railway. For my part, I doubt whether they will make any offer which would be for our interests or credit to accept." Mr. Willard's advice was heeded. On mutual consultation the directors of the Railway Company acceded to the request of the Building Committee and extended the railway to what was called Bunker Hill Ledge, the highest part of which was ninety-three feet above the general level; on the top of this was erected an obelisk or monument forty-five high.

The Pine Hill Quarry referred to in Mr. Willard's letter quoted above is today known as the Granite Railway Quarry. From this quarry, the most famous of the Quincy quarries, later came the stone for many notable buildings throughout the United States and for the second Minot's Ledge Light, one of the world's most famous lighthouses, built in 1855-1860. Charles A. Lawrence, in his article "Minot's Light," which appeared in the New England Magazine of October 1896 stated: "It was important that none but the best granite should be employed in the building of Minot's Light. Samples from many localities were submitted to the severest tests. Of the stone taken from Rockport, Cohasset and Quincy, that of the last named place was proven to be the finest of grain, toughest and clearest of sap."



Early Transportation of Granite

In Mr. Willard's opinion, it soon began to be demonstrated that the railway was not so great a benefit as it was anticipated and that it was not worth waiting for. Besides the delay of over a year, there was an inconvenience attending the putting into operation of a new method of transportation, the transshipment to the vessel, and the reloading at the wharf in Charlestown for the teaming to the site of the monument, a distance from the ledge of twelve miles. Mr. Willard declared that he could have better afforded to pay all the difference in the saving of cost of transportation rather than suffer these inconveniences. The practical difficulties of the inception were afterwards overcome, and the railway very soon demonstrated its great value to the public.

The Granite Railway was completed on October 7, 1826. On that memorable day, "a quantity of stone weighing sixteen tons, taken from the ledge belonging to the Bunker Hill Monument Association, and loaded on three wagons, which together weighed five tons, making a load of twenty-one tons, was moved with ease by a single horse to the wharf on the Neponset River."

The first contract for the transportation of freight by rail in the United States was made and concluded on March 27, 1827, "by and between the Granite Railway Company, by Thomas H. Perkins, their president, and the Building Committee of the Bunker Hill Monument Association, by John C. Warren, chairman of said committee." Under the terms of the contract, the Granite Railway Company agreed to deliver three thousand tons of hewn stone at Deven's Wharf in the town of Charlestown during the year of 1827. The amount of stone to be delivered per day was not to exceed thirty tons, at the rate of seventy-five cents per ton. To complete their contract, that of carrying the stone from the wharf to Charlestown, the company purchased the little steamer, Robin Hood, for six thousand, five hundred dollars, and two tow boats at one thousand dollars each.

The Granite Railway, more than three miles in length, was constructed at a cost of \$33,158.95, about \$11,000 per mile. The total cost, including land, wharf, horses, cars and other equipment, was estimated at \$100,000. The road was substantially constructed. It rested on a foundation of stone laid deep enough to be beyond the reach of frost. The ties or sleepers were made of stone placed eight feet apart, upon which were laid longitudinal pine timber rails six inches wide and twelve inches high. On top of the rails was an oak strip two inches by four inches faced with an iron plate three inches wide and one quarter of an inch thick, which was fastened with spikes. At all crossings of public roads and driftways, stone rails were used with an iron plate four inches wide and one-quarter inch thick bolted firmly to the stone. The wooden rails were subsequently replaced with stone rails. The road bed was filled with broken stones and covered with gravel, over which the horse or horses traveled. The gauge of the track was five feet. On account of its construction, the upkeep of the road for many years was less than ten dollars a year.

The first Granite Railway Company carriage designed by Bryant, was built by Phineas Dow at a cost of \$717.79. It had a frame for a body, which consisted of three timbers extending longitudinally and resting with each end on a cross bolster, to which they were firmly bolted. There were two of these bolsters, each resting upon and across a four-wheel carriage or truck, having center plates and side bearings of iron, and secured in the middle to each truck by a vertical king bolt, to allow a horizontal swivelling motion between them and the bolsters. Each car had wheels six and one-half feet in diameter and a platform suspended by chains under the axles. The platform was let down at any convenient place and loaded. The car was then run over the load. The chains attached to the car were hooked in eye-bolts on the platform; and the loaded platform was then raised a little above the track by machinery on the top of the car. The loads averaged about six tons. Following the car came the trucks or four wheel carriages, which were constructed with two heavy timbers, to each of which was bolted an iron axle-tree. The wheels were made of cast iron with inside flanges and treads running upon edge rails. These wheels were about eighteen inches in diameter and revolved separately upon the fixed axles, not in pairs with the axles as in the cars today. When stones of eight or ten tons weight were to be transported, two of these trucks were attached by a platform and a king bolt, thereby making an eight-wheel car. When larger stones were to be carried, the number of trucks or carriages was increased, by which arrangement a sixteen-wheel car was made. This type of car, drawn by a team of sixty-five yoke of oxen (one hundred and thirty oxen) and twelve horses, was used in 1834 to transport one by one the eight columns, each weighing sixty-four tons in the rough, for the old Suffolk County Court House, Boston.

The Granite Railway, always utilizing the principle of gravity and horses as motive power, afforded the rest of the country a testing ground for railway principles. The construction of the Granite Railway marks an era of prime importance, not only in the history of Quincy, but in that of the United States.

In March of 1844, the Old Colony Railroad Corporation was chartered, with a capital of one million dollars, to build a railroad from South Boston to Plymouth. One year and ten months later, on November 10, 1845, the Old Colony Railroad Company opened its line for travel from South Boston, through the village of Quincy, to Plymouth, a distance of thirty-seven miles. Two years later, the line was extended to its new depot on Kneeland Street in Boston proper. In June of 1855 the "Cumberland," the first coal-burning locomotive on the Old Colony, passed through Quincy.

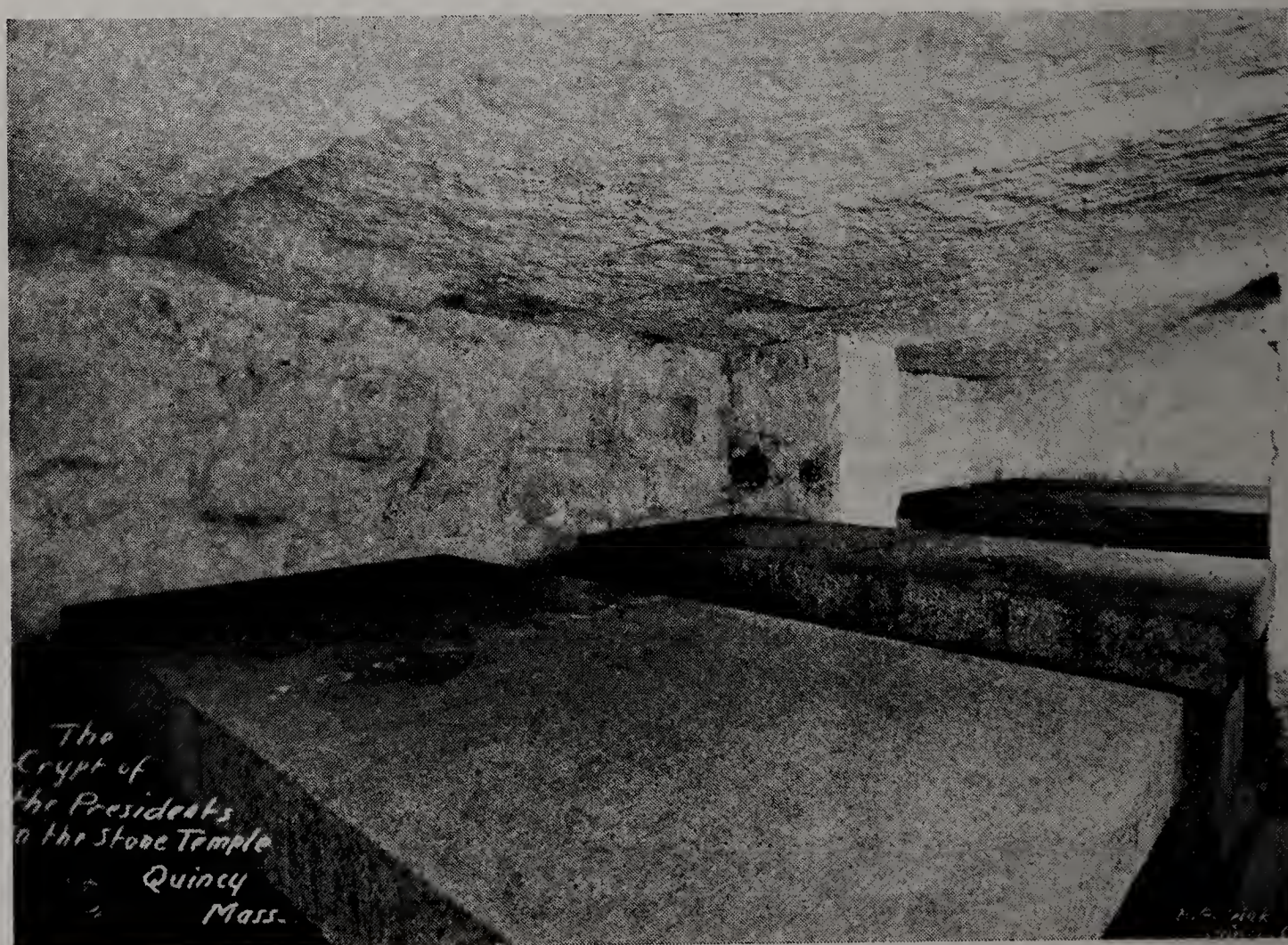
On December 19, 1870, the Old Colony and Newport Railroad Company purchased the roadbed of the Granite Railway Company, together with its rights and franchise as a railroad company, for the sum of twenty-nine thousand, two hundred and fifty dollars. The

ancient structure was demolished. Ten months later, on October 7, 1871, the Granite Branch of the Old Colony, utilizing the greater part of the old Granite Railway roadbed, was opened from Atlantic to West Quincy. (This line from Atlantic to East Milton was discontinued in September, 1940.) In 1893, the Old Colony Railroad Company was leased to the New York, New Haven and Hartford Railroad Company, which serves Quincy today. The New Haven maintains five railroad stations in Quincy: Atlantic, Norfolk Downs, Wollaston, Quincy and Quincy Adams.

Quincy annals state that one of the first horseless trucks of the United States, a "steam buggy" built by Badger Brothers in 1861, made a successful run from West Quincy to the Town House in Quincy Center. In 1862, the Quincy Horse Railroad opened, celebrating its first day of operation by inviting the ladies of Quincy "to enjoy a free ride over the road." The ambitious route, stretching from the foot of Penn's Hill to Field's Corner, Dorchester, was a forerunner of the later electric and bus lines of the Eastern Massachusetts Street Railway Company, which serve Quincy today. Bus service direct from Quincy to New York City is provided by the Greyhound Lines.



First Parish Church and Hancock Cemetery



President Adams Crypt in the First Parish Church

CHAPTER XII

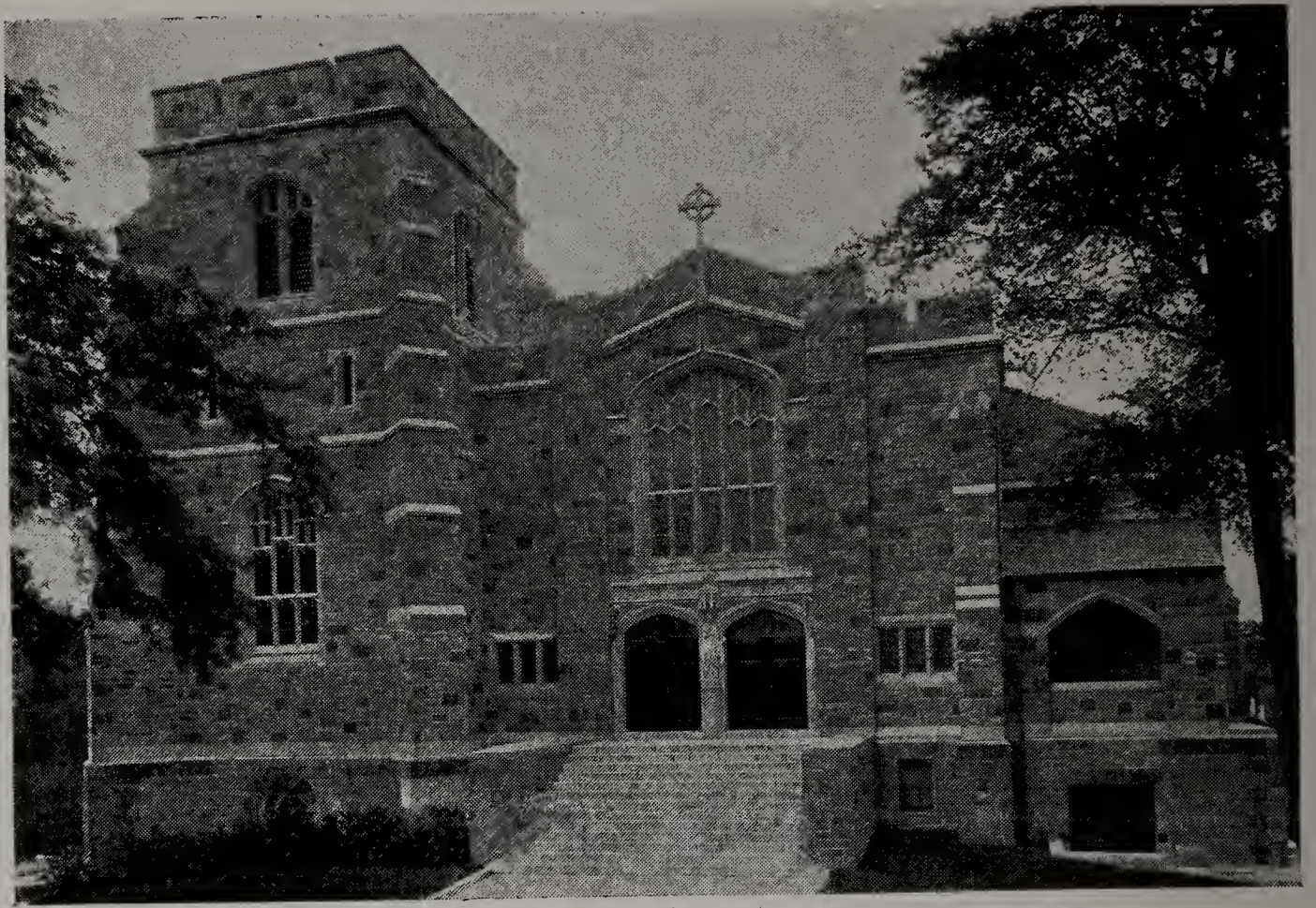
CHURCHES

THE religious history of Quincy has been a record of peace and tolerance since the controversy which accompanied the early settlement here. For almost a century a single church served the needs of the community. That church, now the First Parish Church, Unitarian, still lives. Its present and fourth house of worship, dedicated November 12, 1828, is a national shrine; for here lie the mortal remains of Quincy's two most famous sons, Presidents of the United States, John Adams and John Quincy Adams, and their wives, Abigail (Smith) Adams and Louisa Catherine (Johnson) Adams.

As early as 1689, there was in Old Braintree a little body of Church of England communicants. The Reverend John Hancock noted in his *Century Sermons* of 1739: "The Church of England in this place, within the compass of forty years, have had several missionaries from the society in London for propagating the Gospel, besides occasional preaching, but they soon returned." In 1727, the Church of England established what is now Christ Church, in a location on School Street adjacent to the old Episcopal Cemetery, not far from the site of its present house of worship. Christ Church is the oldest Episcopal parish in Massachusetts, and, with the exception of Trinity Church in Newport, Rhode Island, is the oldest in all New England.

One hundred and five years later, in 1832, another church was organized in Quincy, the Evangelical, now Bethany Congregational Church. Its first house of worship, dedicated August 20, 1834, stood at the corner of the present Revere Road and Hancock Street. The present edifice of the Bethany Congregational Church is located at the junction of Coddington and Spear Streets, Quincy Center.

Mass was never celebrated in Old Braintree. From March 1631, when Sir Christopher Gardiner fled into the woods from his hummock on the banks of the Neponset River, down to the beginning of the nineteenth century, there is reason to believe that no communicant of the Roman Catholic Church had a permanent abode in Old Braintree or Quincy. The opening of the granite quarries brought many Catholics to West Quincy. In 1826, Father Pendergast called at the Adams Mansion upon the President of the United States to inquire concerning the Catholics of Quincy. President Adams through John Kirk (an Irishman in his employ for many years) spread the news that "the Priest had come." Confessions were heard that night. Early the following morning the first Mass in Quincy was celebrated in the so called "Long House," which then stood near the brook on Adams Street at the junction of the present Furnace Brook Parkway. (Quincy Monitor, May 1886.)



Saint Mary's Church



Ahavath Achim Synagogue

For almost forty years the Catholics of Quincy were obliged to walk to Boston on Sunday to hear Mass, unless a Missionary priest visited the town. During the years of 1839 to 1842, occasional Masses were celebrated in the old West District school-house by Father T. Fitzsimmons of South Boston.

The first Catholic parish in Quincy, Saint Mary's in West Quincy, the Mother Church of the South Shore, consecrated by the Right Reverend Bishop Fenwick, September 18, 1842, included the towns of Milton, Braintree, Randolph, Stoughton, Weymouth, Hingham, Cohasset, Scituate, Abington, and along the South Shore to Plymouth.

The first Jewish people in Quincy settled in South Quincy in 1888. Soon they banded together and founded a small Synagogue at now 339 Water Street, which is still being used for week day services. In 1903, Ahavath Achim Synagogue (Brotherly Love) was dedicated.

Today there are fifty-two churches in Quincy, having a total membership of more than forty-four thousand, an energetic Council of Churches and an active Ministerial Association.

CHURCHES IN QUINCY

Apostolic — 1	Hebrew — 2
Assembly of God — 1	Italian Evangelical Mission — 1
Baptist — 2	Jehovah's Witness — 1
Catholic — 7	Lutheran — 5
Christadelphian — 1	Methodist — 4
Christian Assembly — 1	Nazarene — 1
Christian and Missionary Alliance — 1	Pentecostal — 1
Christian Science — 1	Presbyterian — 2
Congregational — 9	Quincy City Mission — 1
Episcopal — 2	Salvation Army — 1
Evangelical — 1	Spiritualist — 1
Evangelical Baptist Mission — 1	Squantum (Catholic) Mission — 1
Friendly Mission — 1	Unitarian — 2

From 1640 to 1824, the affairs of Church and Town in Old Braintree and Quincy were one, "the Church the One." The practical separation of this relationship was accomplished in Quincy on April 12, 1824. Nine years later on November 11, 1833, Article XI of the Amendments to the Constitution of Massachusetts was approved and ratified by the people. Article XI of the Amendments rendered the oppressive Article III of the Declaration of Rights null and void, and declared that "all religious sects and denominations, demeaning themselves peaceably, and as good citizens of the Commonwealth, shall be equally under the protection of the law; and no subordination of any one sect or denomination to another shall ever be established by law." Thus the relationship of Church and State in Massachusetts was legally dissolved and the equality of sects was established.

CHAPTER XIII

EDUCATION

THE Puritan founders of Massachusetts, who brought with them the tradition of English culture, understood the value of education and desired to advance learning in the new colony. The first words appearing on the opening page of the original town book of Old Braintree, dated 1640, are "Schoole Land." Then follows the memorandum of a conveyance of that year, under which a portion of the tract originally allotted at the "Mount" to William Coddington passed to the town as common lands and was devoted to the support of a school. The existence about 1645 of a public Latin school in Old Braintree is evidenced by a petition in 1735, "prefer'd to the General Court to grant us something Gratis for our having kept a free Latin School for about ninety years."

In 1642 the General Court of the Colony required the municipal authorities to see that every child within their jurisdiction should be educated, and that this education should not be narrow or superficial. The selectmen of every town were required to "have a vigilant eye over their brethren and neighbors; to see first that none of them shall suffer so much barbarism in any of their families as not to endeavor to teach, by themselves or others, their children and apprentices so much learning as may enable them to read the English tongue and obtain a knowledge of the capital laws, upon penalty of twenty shillings for each neglect therein." In 1647, a general educational law required: "To the end that learning may not be buried in the graves of our forefathers, it was ordered in all the Puritan colonies that every township, after the Lord hath increased them to the number of fifty households, shall appoint one to teach all children to write and read; and when any town shall increase to the number of one hundred families, they shall set up a grammar school, the master thereof to be able to instruct youth so far as they may be fitted for the University; provided that if any town neglect the performance hereof above one year, that every such town shall pay five pounds to the next school, till they shall perform the order." This act definitely established the principle of compulsory education in Massachusetts.

The earliest village school-house in Old Braintree, which must have been a structure of the humblest description, stood at the side of the old Plymouth Road, not far from the meeting-house. When it was built is not recorded, but in "November 1648, Mr. Flynt, teacher of the Church of Christ, made acknowledgment of the sale of the Schoolehouse." On March 3rd, 1678/9, the town agreed with Benjamin Tompson that he should be "Schoole Master" receiving for his services thirty pounds or about one hundred dollars a year. Tompson, a graduate of Harvard College, was by profession a "Practitioner of Physick" and is supposed to have been the first practising physician

in Old Braintree. "In urgent cases he was obliged to close his school to attend to his professional duties." From 1695 to 1698, Tompson, in addition to his other duties, served as Town Clerk.

Education at that time was not free, for part of the agreement with Tompson was "that every child should bring into the schoole master, halfe a cord of wood beside the quarter money every yeare." In 1701, a more definite provision was made; for, the salary still standing at thirty pounds, the town voted that every parent or master sending a scholar to school pay the town treasurer for the support of the school, five shillings a year. The selectmen were further empowered to abate any part or the whole of this payment on the application of any poor persons in this Town who "shall find themselves unable to pay, and any deficiency over and above the Rent of the Town Lands and the head money of the Schollars shall be raised by a Town Rate equally proportioned upon the Inhabitants." This vote seems to have been the initial step in the introduction of a free public school system in Old Braintree. The practice of exacting payment for the schooling of children and servants continued to about 1720; from that time the whole expense was assumed by the town.

In 1739, a species of special school committee had been provided with Colonel John Quincy at the head. In the following year "after some debate thereon," the Town ordered "That the affair of the Schools be regulated by the Selectmen, In all things as heretofore."

A "warm" desire for useful education in trade, navigation and fishery, with the attendant arts and manufactories, was the most important part of the petition of 1791, to incorporate the North Precinct of the Town of Braintree into a separate town.

On April 11, 1793, the Town "voted to build a school-house. Two years later on April 6, 1795, the Town voted "to have but one school in the Town, and that to be kept in the School-house in the Centre of the Town." The location of the School-house was finally settled at the Town Meeting of November 16, 1795, at which time the Town voted that "the school-house shall be built on the 'Training Field' which included the present site of the First Parish Church, a part of Washington Street, and a large share of Temple Street.

This school-house was a plain two story building which stood about one hundred feet north of the Hancock Meeting House. The upper story was used as a Town Hall, and in the winter time a "ciphering school" was kept in the same room; on the lower floor the Grammar school was taught.

The first report of the School committee of the Town of Quincy was made at the Town Meeting of May 13, 1793. This report was merely a financial statement setting forth the appropriations voted by the committee, for the support of the schools for the year of 1793. The report reads as follows, viz: — "Thirty Pounds for an English

reading and writing school in the School House; Five Pounds to the Farms and Squantum; Five Pounds to Hoff's Neck and Germantown; Eighteen Pounds and Twenty Shillings for four Women's Schools in various locations in the town."

The first recorded appropriation for the establishment of the Primary Department, in the various local neighborhoods, was in 1800. These local or "Dame" schools, for which specific sums varying from four dollars to forty dollars were annually appropriated, were established for the smaller children whose walk to school, in many cases, measured miles.

On December 29, 1815, this school-house was entirely destroyed by fire. For the next two years, school was held in the home of William Wood on Poverty Street, now Franklin Street, near the easterly corner of School Street. "Poverty Street was so named on account of a weed by that name which grew in abundance in it, and not from the poverty of its residents. This weed has long since disappeared, 1876."

The new combination School House and Town House of Quincy, the present Central Building, was completed on July 21, 1817, at a cost of \$2,127.19. This school-house was known as the "Center School" and was used for the accommodation of the whole town. It consisted of one room which, in 1820, "was so crowded that the scholars, two hundred and four in number, were obliged to wait one for the other for seats, notwithstanding the master gave up his desk, and used other means in his power to accommodate them." In the same year, the total amount appropriated for the support of the Center School was \$692, which included "ink, brooms, and fuel (wood) as well as the pay of both a male and female teacher." In order to reduce the expenses of the school and to relieve the crowded condition of the scholars, "the school committee submitted a plan for certain alterations, at an estimated cost of \$200, by which two hundred and fifty scholars were to be brought together in one room under one master, with an assistant when necessary." Such was the schooling of the children of Quincy during the first quarter of the nineteenth century.

In 1827, the school committee, of which Thomas Greenleaf was then chairman, reported "that the total number of children in the schools was four hundred and sixty-one, of which twenty-five only — nineteen boys and six girls — were over fourteen years of age, so early did the schooling stop."

During the year of 1827, the school committee "suggested not for immediate adoption, but for deliberate consideration, the idea of building a second school-house, which, it was stated, would afford an immediate and effectual relief for many years."

Following two years of "deliberate consideration," the Town adopted the District School System, and voted to erect three new school-houses, "one at Quincy Point at a cost of \$523; one at the South

District of stone, at a cost of \$1,142.69; and one at the Farms (North Quincy) at a cost of \$462.62." In 1841, an additional story was added to the South District school-house at a cost of \$900. This school-house exists today and is at present the headquarters of the Welfare Department, 117 School Street. In the past, this building has also been the headquarters of both the Fire and Police Departments.

In 1831, two additional schools were built, one at the junction of Sea and Palmer Streets, at a cost of \$185; and one at the junction of Adams and Common Streets, at a cost of \$450.

It is of interest to note that in 1838, "the teacher of the Center School employed an assistant whom he paid \$3.75 per week out of his own salary of \$500. per year."

The schools of Quincy from 1792 to 1852 gave an elementary education only. Free High School education was not available until May 12, 1852. On that day, seventy-three candidates for higher education took the entrance examination. This examination was a series of eighty questions subdivided as follows: "Twenty in Arithmetic, twenty in Geography, twenty in Grammar, and twenty in Spelling. The fifty-one candidates having the most correct answers were admitted." The first Quincy High School building was built on the present site of the Dispensary of the Health Department, 21 High School Avenue. It cost when completed, including the land, \$6,748.68. Quincy today has two modern high schools, the Quincy High School and the North Quincy High School, each erected at a cost of more than a million dollars.

The Evening Schools of Quincy date their inception to the year of 1870. During that year two evening schools were opened, one in the Adams School and one in the Willard School.

In 1870, "a new settlement at Taylor's Hill called Wollaston Heights was started." The increase of population was so rapid that in 1871 the school committee established two schools in the district. A temporary building was provided until the old Wollaston School was completed in 1873, at a cost of \$15,616.61. In 1873, there were twenty-eight schools in the town, in which thirty-three teachers were employed to teach fifteen hundred and seventy scholars. The cost of teaching each scholar exceeded fourteen dollars.

The school committee of 1873, of which John Quincy Adams (2d) was then chairman, emphasized the condition of "immobility" in the schools; "no advance in ten years; little change and no improvement in a century."

Two years later, the school committee was authorized to employ a specialist as superintendent. Fortunately for Quincy, James H. Slade, secretary of the school committee, came in contact with Colonel Francis W. Parker, who had just returned from Germany where he had studied

for two years the most improved methods of elementary instruction. On April 20, 1875, Colonel Parker became the first Superintendent of Schools in Quincy. In the period of 1875-1880, Colonel Parker did more to vitalize the art of teaching than anyone since Horace Mann. Aided by a cooperative and enthusiastic school committee which consisted of John Quincy Adams, chairman; Charles Francis Adams, Jr., Charles L. Badger, Edwin W. Marsh, William B. Duggan and James H. Slade, Colonel Parker developed the "Quincy System" and made Quincy so influential in educational circles that it almost revolutionized methods of teaching. To Quincy came educators from all over the country, eager to see at first hand the newest and best in education.

In the fall of 1875, Colonel Parker established the first Quincy Training Class. From this class and the succeeding classes many valuable teachers were secured for the schools of Quincy.

Kindergartens were first established in the Quincy schools in the school year of 1876-1877. These proved most advantageous to both the children and the teachers.

Early in the school year of 1880, Colonel Parker resigned as Superintendent of the Quincy schools to accept a call from Boston to become one of the supervisors of its school system.

For five years the Town of Quincy had the benefit of Colonel Parker's faithful, intelligent and enthusiastic service. In those years he transformed the public schools of Quincy. "He found them machines, he left them living organisms; drill gave way to growth, and the weary prison became a pleasure-house. He breathed life, growth, and happiness into our school room." Although Boston claimed Colonel Parker, then Chicago, it was Quincy which gave him his opportunity and which received the first and lasting benefits of his labors.

Today in the Quincy school system the program is modern, the pupils are well housed, the classrooms well equipped, and its four hundred and twenty-five teachers are well trained and loyal to the Quincy tradition of learning. The annual budget of the Quincy School Department is more than \$1,200,000. The Quincy schools are as follows: Quincy High School and North Quincy High School; Quincy Trade School; four Junior High Schools, North Quincy, Central, South, and Quincy Point; nineteen Elementary, Adams, Atherton Hough, Coddington, Cranch, Daniel Webster, Francis W. Parker, Gridley Bryant, John Hancock, Lincoln, Massachusetts Fields, Merrymount, Montclair, Nathaniel S. Hunting, Quincy, Squantum, Thomas B. Pollard, Washington, Willard, and Wollaston. Quincy's handicapped children are instructed either in a class to which they are transported or in their homes by special teachers. The whole number of pupils enrolled in the Quincy Public Schools as of December 15, 1944, was 11,355.

Education has always been a prime interest among the people of Old Braintree and Quincy. Part of the estate of William Coddington from 1640, provided funds for many years for maintaining public

schools. In 1669, Old Braintree contributed eighty-seven pounds, fourteen shillings, and six pence (\$292.43), towards the young and struggling Harvard College. This gift represented about fifty-five cents to an inhabitant or sixty per cent of one annual tax levy. In 1822, President John Adams executed three "Deeds of Gift." Two of these gifts became, in 1827, the Adams Temple and School Fund. The third became the forerunner of a public library system. The income from the Adams Temple and School Fund for years maintained the Adams Academy, a school for boys which was completed in 1871, at a cost of \$28,867.99, on the site of the birthplace of John Hancock. The school was discontinued in 1906. Now this income is devoted to the purchase of books for the libraries of the High and Junior High Schools. President Adams' far-sighted gift thus makes possible today an outstanding school library system.

In 1823, Doctor Ebenezer Woodward, a young man who was to become the town's leading physician, arrived in Quincy. Among his patients was President John Adams. Inspired by the example of the President, Doctor Woodward, in his will of 1869, established a trust fund for the purpose of founding a school for Quincy-born girls. It is noted that the Adams and Woodward gifts coincide in the desire to encourage higher education. This school, which bears Doctor Woodward's name, was opened in 1894. In 1944, the fiftieth anniversary of the school was appropriately celebrated under the auspices of its active Alumnae Association.

Another academy from which the students of Old Braintree benefit is Thayer Academy, situated in what is now South Braintree and endowed in 1872 by Brigadier General Sylvanus Thayer, a native of the town.

Saint John's School was established in 1909. Today there are three Catholic parochial schools in Quincy: Saint John's, Saint Joseph's, and Saint Mary's, having a total enrollment as of December 31, 1944, of 1,158 pupils.

Eastern Nazarene College, Quincy's only college, was founded in 1918 at North Scituate, Rhode Island. In the following year the campus, buildings and equipment of the Quincy Mansion School, a private school for girls, founded by Doctor and Mrs. Horace Mann Willard in 1896, were purchased, and the college was moved to its present advantageous location in Wollaston Park, a residential section of Quincy. The campus of Eastern Nazarene College consists of about thirteen acres of land within a few blocks of Wollaston Beach on Quincy Bay. In addition to its original buildings, the college has erected four modern buildings and a central heating plant.

The college enrollment numbered three hundred and seventy-seven, as of December 31, 1944.



Thomas Crane Public Library



Eastern Nazarene College Administration Building

CHAPTER XIV

PUBLIC HEALTH AND SAFETY

THE earliest records are suggestive of the prevailing ideas of public health and safety. They reveal that in 1792 it was voted "to have hospitals in the town for the purpose or benefit of those who chuse to have the smallpox. Each hospital was obliged to erect a smoke-house, and no person was allowed to leave until they had been thoroughly smoked, and had a certificate from the doctor certifying the person cleansed."

As a result of the untiring efforts of Doctor John A. Gordon, the moving spirit, and Doctors John H. Gilbert, Joseph M. Sheahan, John F. Welch, Wellington Record, Samuel M. Donovan, William L. Faxon, Roderick McLennan and the benevolent initiative of William B. Rice, donor of the site and building, the City Hospital of Quincy, a private cottage hospital, was dedicated for service on June 17, 1890.

Shortly after its completion, the hospital was called upon to meet an emergency as sudden and unexpected as it was terrible, the accident on the Old Colony Railroad, in the rear of the Adams Academy, August 19, 1890, in which many persons lost their lives. Then, and for nearly thirty years, the hospital was equipped and maintained by the generosity and devotion of individual citizens of Quincy. On March 1, 1919, the hospital became a city institution by the name of the Quincy City Hospital, with the original corporation continuing as trustees of the endowment funds.

From two buildings with twenty-five beds, the hospital has grown to the present plant of twelve buildings with three hundred and forty beds and sixty bassinets.

The Quincy City Hospital is a General Hospital approved by the American College of Surgeons, and by the Council on Medical Education and Hospitals of the American Medical Association, for training internes. Its fine school of nursing is approved by the Board of Registration in Nursing of Massachusetts and the State Board of Nurse Examiners of New York.

With its excellent administrative, medical, and surgical staffs, the Quincy City Hospital is considered one of the outstanding institutions of its kind in New England.

The Department of Health, for the protection of the present and future citizens of Quincy, operates the following clinics: Tuberculosis, twice weekly; Infantile Paralysis, weekly; Venereal, weekly; Orthopedic, monthly; Pre-School Dental, twice weekly; School Dental, daily; Well Baby, six times weekly; Undernourished Children, weekly; Child Guidance and Welfare, twice weekly; Diphtheria Immunization, an-



Quincy City Hospital Administration Building

nually. The Health Commissioner's staff for this vital work consists of five physicians, a dentist, and four nurses.

Basically a high level of public health in any city rests upon a broad program of health education. Quincy, through lectures sponsored by the Department of Health and the Quincy City Hospital, is attempting to carry on such a program. These lectures are reaching large audiences and thus Quincy with an educated citizenry is assured of continued high standards of public health.

Recreational facilities make for physical and mental health. Quincy's abundance of natural beauty is shared by its forty-four parks and playgrounds. Within the limits of the city, there are two thousand, six hundred and fourteen acres of the Blue Hill Reservation and three miles of the Quincy Shore Boulevard with its bathing beaches under the control of the Metropolitan District Commission.

The generosity of the Adams and Faxon families has provided the city with many acres of land for park and playground activities. Merry Mount Park (91.75 acres) was presented to the town by Charles Francis Adams, Jr., in 1885. In the same year, Henry Hardwick Faxon deeded to the town twenty-eight acres in the South Common at present known as Faxon Park. In 1935, his son, Henry Munroe Faxon, added twenty-six acres to this park. Munroe Field (11.11 acres), Faxon Field (28.73 acres), and the Faxon Tennis Courts are gifts of this public-spirited family. For sixteen years Henry M. Faxon has personally financed the supervision and maintenance of these courts. "Trophy Day" at the Faxon Tennis Courts is a gala day in sports of Quincy.

Kendall Park, located at 106 Atlantic Street, North Quincy, was presented to the city in 1938 by Doctor Walter G. Kendall. This park is one of Quincy's greatest curiosities. It is a "Kettle-Hole," almost a perfect circle, one hundred and fifty feet in diameter and fifty feet deep. Apparently it was formed by the movement of the glacier during the Ice Age of America.

Quincy's twenty-two playgrounds are well supervised and made especially inviting to children. The seasonal attendance at these playgrounds averages nearly one hundred and sixty-nine thousand.

The Municipal Stadium, which includes Pfaffmann Oval, provides excellent facilities for football and track. Throughout the city, a bowling green, baseball diamonds, football, soccer, softball and hockey fields, tennis courts, horseshoe pitching courts, skating ponds, and hockey rinks are maintained by the Park Department.

The first action for the protection of property from fire in Old Braintree was ordered on February 1, 1644, when seven townsmen assembled in Town Meeting ordered: — "that every householder in this town shall by the first day of March next ensuing shall have a ladder of his to stand up against his chimney to secure them and the

town from fire or else shall be lyable to pay what penalty the town's men shall impose on them." Early in 1792, an organization called the "Quincy Fire Society" was formed among the inhabitants for the mutual protection of each other's property in case of fire. The first act to establish a Fire Department in Quincy, was passed by the Legislature, April 8, 1853. Accepted at the Town Meeting, March 6, 1854.

The present Quincy Fire Department was established under the first ordinance of the city. Passed February 25, 1889. Approved March 4, 1889. The force of the department at that time consisted of a chief engineer, six assistant engineers, one from each of the wards of the city, five permanent men and sixty-three call members. The equipment of the department consisted of one steam engine, one hook and ladder truck, three hose wagons, two four-wheel horse carriages, one hose pung, two chemical engines, two hose jumpers, one supply wagon, and one wagon for fire alarm service, and seven horses. The hose carriage in Wards One, Four, and Five, were arranged to be hauled by horses or by hand, as there were no permanent men in those districts.

The Quincy Fire Department of today consists of a chief, three deputy-chiefs, twelve captains, eleven lieutenants, a master mechanic, and one hundred and eight privates. The department operates with fourteen companies from seven stations located throughout the city. The equipment of the department consists of the following pieces: one chief's car, one deputy chief's car, one war officer's car, each equipped with two-way radio communication; two one thousand gallon and six seven hundred and fifty gallon pumpers; five ladder trucks, two of which are equipped with aerial ladders of sixty-five and one hundred feet, respectively; two hose wagons; eight trailer pumps of five hundred gallons each; one special service truck, equipped with two-way radio communication; one supply truck; and one fire prevention car. At headquarters, a tower sixty-three feet in height, consisting of six stories, is maintained for drill purposes.

The Quincy Police Department was established in 1892, with a manager and eight patrolmen. The present department consists of a chief, four captains, eight lieutenants, eight sergeants, one radio supervisor, one hundred and six permanent patrolmen, and twenty-four reserve patrolmen. The department is equipped with two patrols, two ambulances, ten prowl cars equipped with two-way radio communication, five motorcycles, one police motor boat equipped with two-way radio communication, and four row boats. The department maintains a two-way police radio communicative system, station WQRP, the first in New England and the eleventh in the United States. The department is also equipped with a Teletypewriter System which is connected direct with the Headquarters of the State Police of Massachusetts, through which messages are relayed to all police departments in the United States maintaining Teletypewriter Systems.

This presents an interesting contrast to the department of 1889, which consisted of the Deputy Manager of the Police Force, twenty-one special police officers, ten constables, with headquarters and a few cells in the basement of City Hall.

The Fire Alarm, Police Signal, Traffic, and Air Raid Communication systems of the city are maintained by the Fire and Police Signal Department consisting of a superintendent and four men.

From the foregoing account it is clear that Quincy is provided with all the essential services for the protection of public health and safety.

CHAPTER XV

SHIPBUILDING

Quincy's Largest Industry

QUINCY has more than twenty-seven miles of water front. It has deep water channels and mean low tide averaging from twenty-four to thirty feet in depth, sufficient to permit the largest of ships to make Quincy a port of call.

For centuries the banks of the Fore River and Town River have rung to the hammers of ship builders. Old Braintree's first ship, the ketch, *Unity*, was built at "Ship Cove" in 1696. The next date of importance in the history of shipbuilding in Quincy was September 21, 1789, when the one hundred and sixteen foot *Massachusetts*, the largest merchant ship which at that time had been built on the continent of North America, dipped gracefully into her mother element from the shores of Germantown. Here, in the earliest days, were constructed fishing and whaling boats for the local industries, as well as other small craft. Here in the days of the famous clipper ships, were launched and fitted some of its finest specimens. The last clipper ship built in Quincy was the *Red Cloud*, which was launched on November 24, 1877, from the yard of Deacon George Thomas, located at Granite Wharf in the "Point," now the site of the Procter and Gamble Manufacturing Company.

Quincy's largest shipyard, the Bethlehem Steel Company, Shipbuilding Division, Quincy Yard (known as the Fore River Yard until February 12, 1944), whose ships have carried Quincy's fame around the world, is the outgrowth of a little machine shop built at East Braintree in 1884, by Thomas A. Watson, who had assisted (1874-1881) Alexander Graham Bell in the development of the telephone. In this shop, which Watson erected for his own pleasure, he worked in metals in the manufacture of rotary steam engines. When these engines proved a total failure, he turned to the manufacture of marine engines of sizes suitable for yachts and tug boats. In connection with this work Watson employed Frank O. Wellington, a capable young machinist who had worked with the Atlantic Corporation of East Boston, now the Atlantic Yard of the Bethlehem Steel Company, Shipbuilding Division. This venture proved so successful that Watson made Wellington a partner in the business, which they called the Fore River Engine Company.

On February 15, 1898, the battleship *Maine* was blown up in Havana Harbor by an exterior mine, with the loss of two hundred and sixty-seven lives. Immediately the Congress of the United States authorized the construction of sixteen torpedo boat destroyers and ten torpedo boats. In September of 1898, the Fore River started on its career of naval construction by building the torpedo boat destroyers,

the *Lawrence* and the *MacDonough*. During the building of the destroyers a contract for the 3,100-ton cruiser *Des Moines* (16.7 kts.) was undertaken.

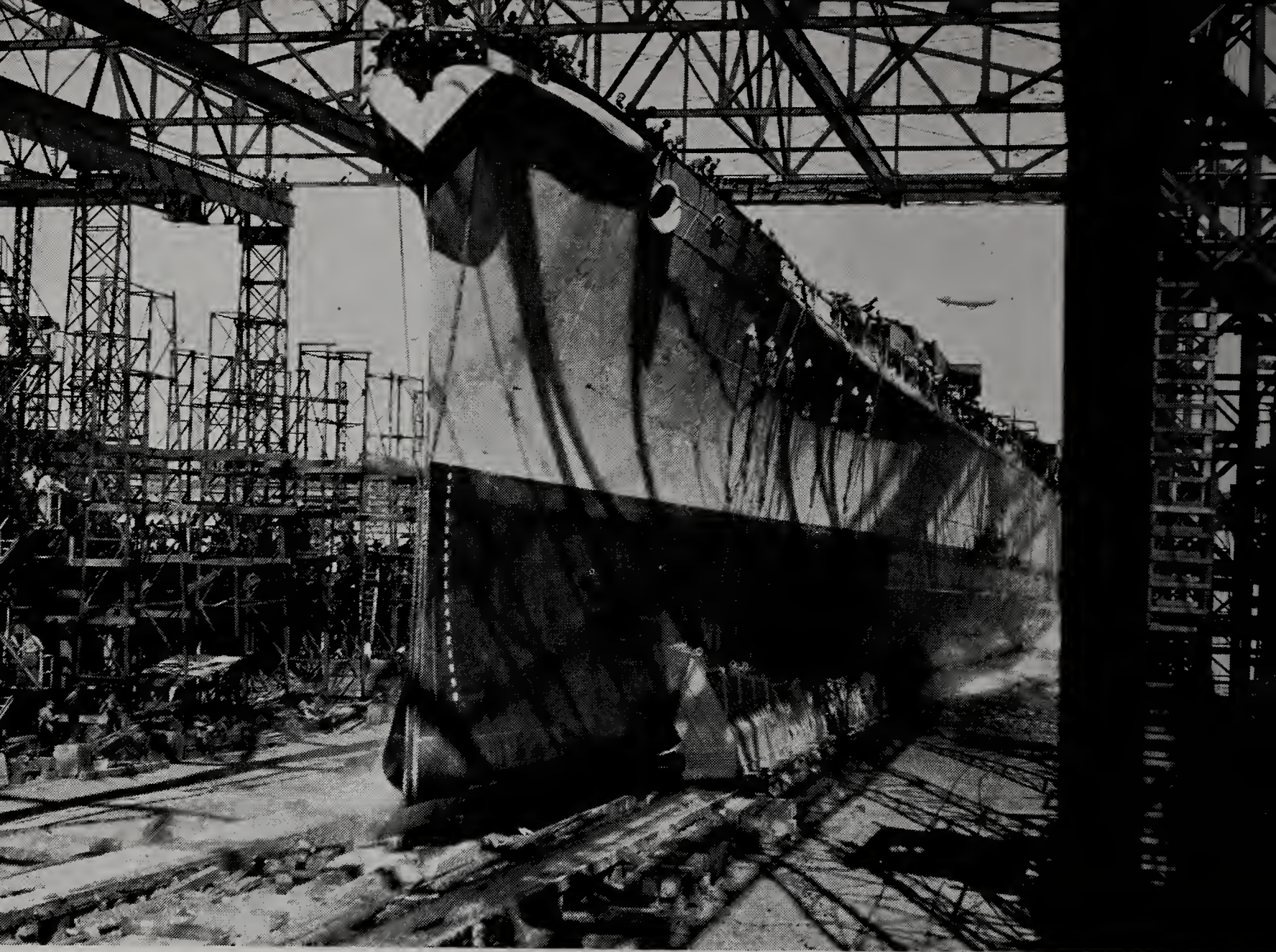
In 1900, the plant moved northward into Quincy to obtain additional area, and water of sufficient depth at the building ways to provide for the increased naval construction. On February 1, 1901, the name was changed to the Fore River Ship and Engine Company. Under this name the company first constructed hulls as well as engines, coast defense guns, printing presses, shoe machinery, refrigerating, and electrical equipment. Soon many high-grade vessels were built, one of which was the *City of Quincy*, a passenger steamer which ran between Quincy and Boston.

At the turn of the century, contracts were taken for building the battleships *Rhode Island* and *New Jersey*, fifteen thousand ton vessels each, considered huge ships in their day. These contracts made necessary another change in policy — the incorporation of the company under the laws of New Jersey, February 12, 1901. Three years later the property and business of the Fore River Ship and Engine Company was sold to the Fore River Shipbuilding Company, under which name the business was conducted until 1913. At that time the company was purchased by the Bethlehem Steel Corporation and reorganized as the Fore River Shipbuilding Corporation, with Joseph W. Powell as president.

In 1916, when the great naval expansion program got underway, the Fore River received orders for eight submarines and eight destroyers. Speed in construction, which has always been an outstanding feature of the Fore River, placed the eight destroyers in the war zone within twelve months of the receipt of the contract.

During World War I, the Fore River Plant of the Bethlehem Shipbuilding Corporation, Limited (formed by the Bethlehem interests in the latter part of 1917) and its affiliate, the Victory Plant at Squantum, under the able leadership of the late S. Wiley Wakeman and Harry E. D. Gould, created shipbuilding history by turning out for the Navy more destroyers than all the other yards in the United States combined. At the Victory Plant thirty-five destroyers were built in twenty-seven months and five days, just a little more than half the time it took to turn out the single destroyer, *McDonough*. One of these destroyers, the U.S.S. *Reid*, was built in world's record time, forty-five and one-half working days from keel laying to delivery.

In the period preceding World War II, the Bethlehem Steel Company, Shipbuilding Division, Fore River Yard (organized as such November, 1938), now known as the Quincy Yard, was an important factor in the building program of the Navy and the Merchant Marine. Since the attack on Pearl Harbor, Hawaii, the chief naval base of the United States in the Far East by Japan, and the declaration of war on Japan, Germany and Italy by the United States, the government has been engaged in building the greatest Navy ever known to history.



Launching of the U.S.S. Canberra — 1943



Launching of the U.S.S. Hancock — 1944

The responsibilities and obligations placed upon the Quincy Yard by this staggering production program have been so tremendous that at times it was doubtful if they could be fulfilled. Today the program is a reality. The Quincy Yard is far ahead of schedule in its shipbuilding program. For example, the battleship *Massachusetts*, the most powerful fighting machine ever built by the Quincy Yard, went to play a meritorious part in invasion of North Africa nearly a full year before she was to be commissioned. At Casablanca, the *Massachusetts* sank the 35,000-ton French battleship *Jean Bart* during the American landing, November, 1942. On February 6, 1943, the *Massachusetts* passed through the Panama Canal and joined the Pacific Fleet for the second phase of her two-ocean war.

The battleship *Nevada*, of the Oklahoma Class of 1911, one of the "Old Ladies" of the Navy, launched July 11, 1914, is an outstanding excellent example of Fore River construction. She was badly damaged at Pearl Harbor and beached. However, she was of such excellent construction that she was repaired and modernized, rejoining the fleet in 1942, and later played an important role in the invasion of France, and in the Pacific.

On April 4, 1942, the late Honorable William Franklin Knox, then Secretary of the Navy, advised the Fore River Yard that the Navy Board of Production Awards had designated it a recipient of the traditional Navy "E" for production achievement. The Navy "E" Award was personally presented to the Yard by the late Secretary of the Navy, May 15, 1942. Since the original award, four stars denoting the fifth Navy "E" award have been added to the "Burgee" (a single swallow-tailed pennant, bearing the Navy fouled anchor and the Navy "E"), which the Yard proudly flies.

Aircraft carriers and other types of naval craft, now waging war in global waters, are enhancing the prestige of the Navy and the Quincy Yard.

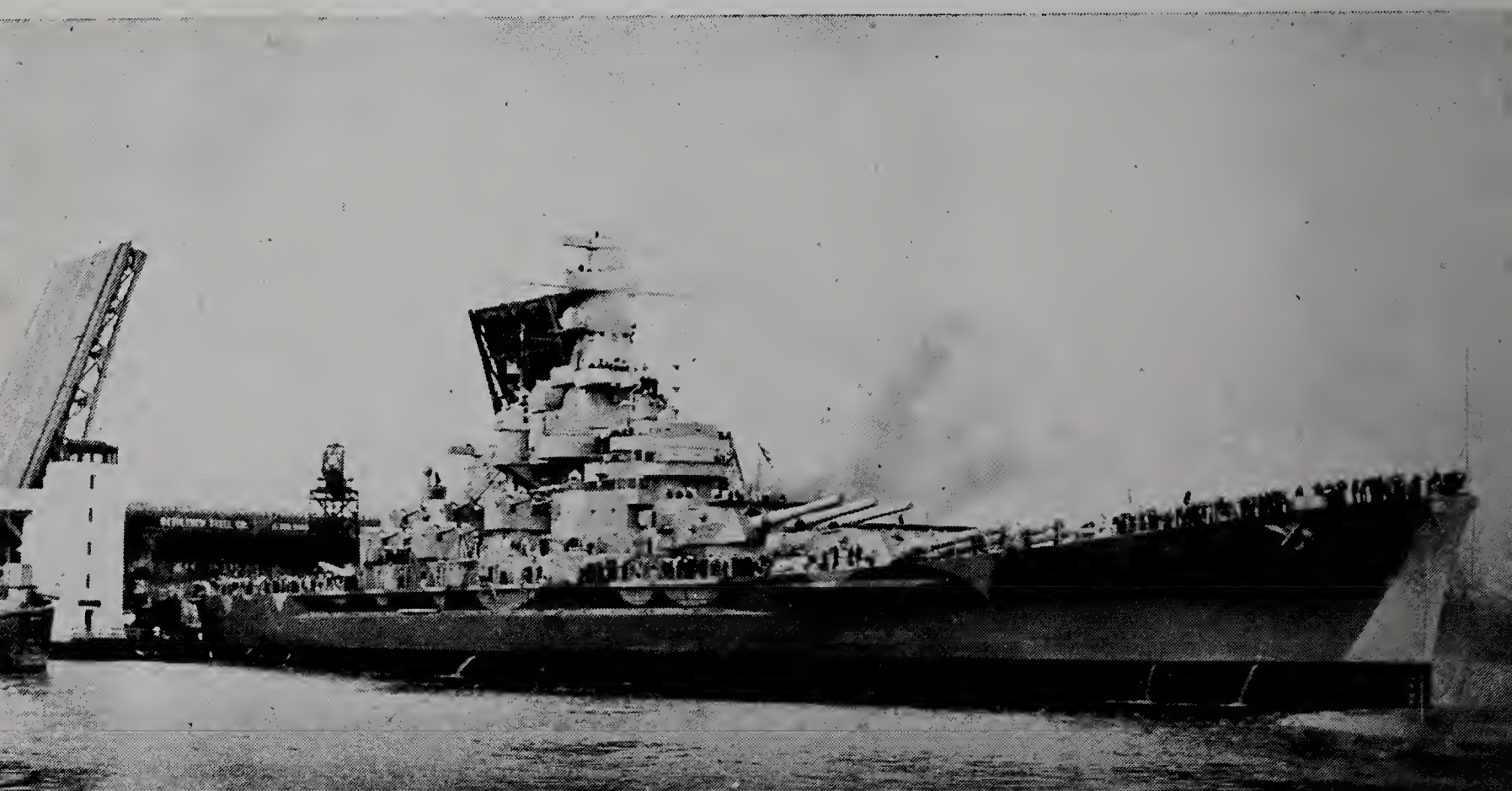
Quincy citizenry are justly proud of all these ships, but the ship nearest to local hearts is that which bears the name of the city, the cruiser *Quincy*. This cruiser, second of its name, was launched June 26, 1943, and distinguished itself in the invasion of Northern and Southern France, thus, in a sense, avenging the loss of the first cruiser *Quincy*, which was sunk by the Japanese in the Battle of Savo Island in the South Pacific, August 9, 1942.

Following the invasion of France, Admiral E. L. Cochrane, Chief of the Bureau of Ships, United States Navy, telegraphed the Quincy Yard: "The Bethlehem-built cruiser *Quincy* has been giving a splendid account of herself in support of the Allied invasion of Western Europe. Steaming up and down the Normandy beachhead, the *Quincy* helped to soften enemy resistance by bombarding field batteries, pill boxes, wireless stations and other important German installations.



U.S.S. Quincy II

U.S.S. Massachusetts passing through the Quincy Point Bridge on leaving the Quincy Yard of the Bethlehem Steel Company for its commissioning at Boston — 1942

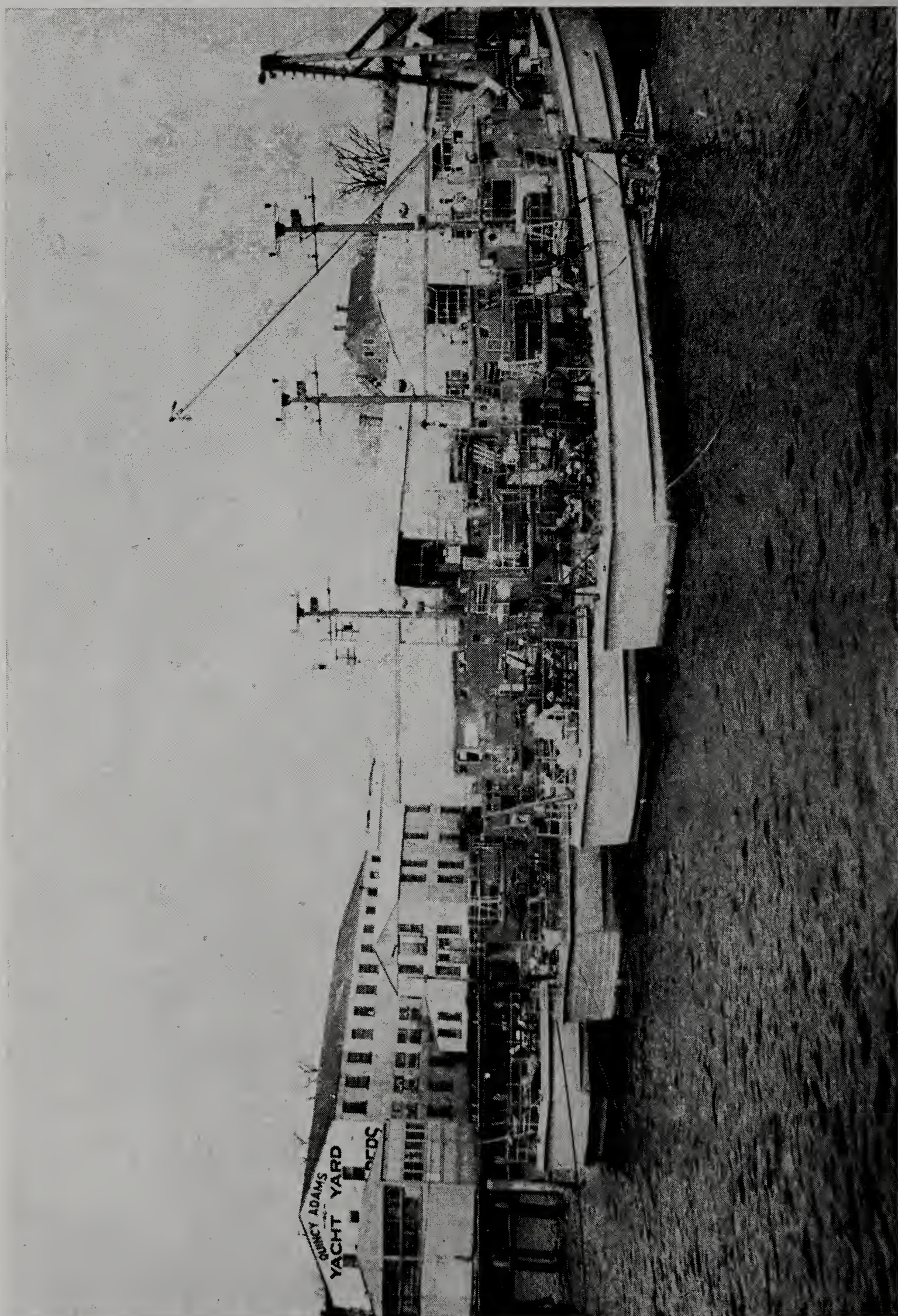


The performance of the *Quincy* is in keeping with the high quality of workmanship which characterizes the Navy vessels constructed at your yard."

In appreciation of the heroic part played by the U.S.S. *Quincy II* during the invasion of France, the City of Quincy played host to the crew on October 17, 1944, and to the officers on Navy Day, October 27, 1944. At the officers' reception, the citizens of Quincy presented to the *Quincy* a "Mechanical Cow." Thus the officers and crew of the *Quincy* will be supplied with fresh milk, cream, and ice cream, no matter how far from home they may be.

The Quincy Yard, under the efficient management of William H. Collins, is today one of the great shipyards of the world. "For the three years beginning December 7, 1941, the Quincy Yard has launched a total of eighty-eight ships of eleven different types. This is an average of one ship each twelve and one-half days for the three years." During the year of 1944, the Quincy Yard launched thirty-seven ships. This is an average of one ship each nine and seven-eighths days. Since the outbreak of World War II, the Quincy Yard has built every class of combat ship, except submarines. No other shipyard in the United States has built such a diversification of naval vessels as has been constructed at the Quincy Yard.

Among the completed contracts are the battleship *Massachusetts* of the Indiana Class of 1938, launched September 23, 1941, fifteen months ahead of schedule, and several aircraft carriers of the Essex Class of 1940. Notable among these are the *Lexington II*, built to replace and avenge the *Lexington I*, ex-battle cruiser of 1916-1922, which was sunk by our own forces after being badly damaged by the Japanese in the Battle of Coral Sea, May 8, 1942; the *Wasp II*, built to replace and avenge the *Wasp I*, which was torpedoed by a Japanese submarine near Guadalcanal in the South Pacific, September 15, 1942; the *Bunker Hill*, launched on the first anniversary of Pearl Harbor; and the *Hancock*, named for the first signer of the Declaration of Independence and a native son of Quincy. Also completed are the contracts for the following 13,000-ton heavy cruisers of the Baltimore Class of 1940: *Baltimore*, *Boston*, *Pittsburg*, *Saint Paul*, *Quincy II*, and *Canberra*, the latter named for the capital of Australia and in honor of the gallant Australian cruiser *Canberra*, which was lost in the Battle of Savo Island along with the cruisers *Quincy I* and *Vincennes I* of the Astoria Class of 1929-1933, which had been sent forth from the Quincy Yard. The *Canberra* was the first warship of the United States Navy to be named for a foreign city. The 10,000-ton light cruisers of the Cleveland Class of 1930-1940, include the *Vincennes II*, *Pasadena*, *Topeka*, and the *Springfield*, named in honor of Springfield, Illinois, and Springfield, Massachusetts. The 6,000-ton light cruisers of the Atlanta Class of 1939-1940 are the *San Diego* and the *San Juan*, the smallest cruisers built since the scouts of 1904.



Submarine Chasers (SC Boats)

As this is written, war conditions preclude further data regarding the completed or uncompleted commitments of the Quincy Yard.

In the field of special craft for the Army and Navy, the Northeast Shipbuilding Company and the Quincy Adams Yacht Yard, Incorporated, notably uphold the proud tradition of "Quincy Built."

No other Yacht Yard in recent years has surpassed the reputation of the Quincy Adams Yacht Yard for fine workmanship and management. The Germantown property of the Quincy Adams Yacht Yard, located on the easterly side of Town River, was a part of the original Mount Wollaston Farm once owned by Colonel John Quincy, the great-grandfather of the sixth President of the United States, John Quincy Adams. In 1903, the site was purchased by "Captain" Charles Hanley, who later built the "Hanley Catboat" and other types of racing and pleasure craft, which won fame the nation over.

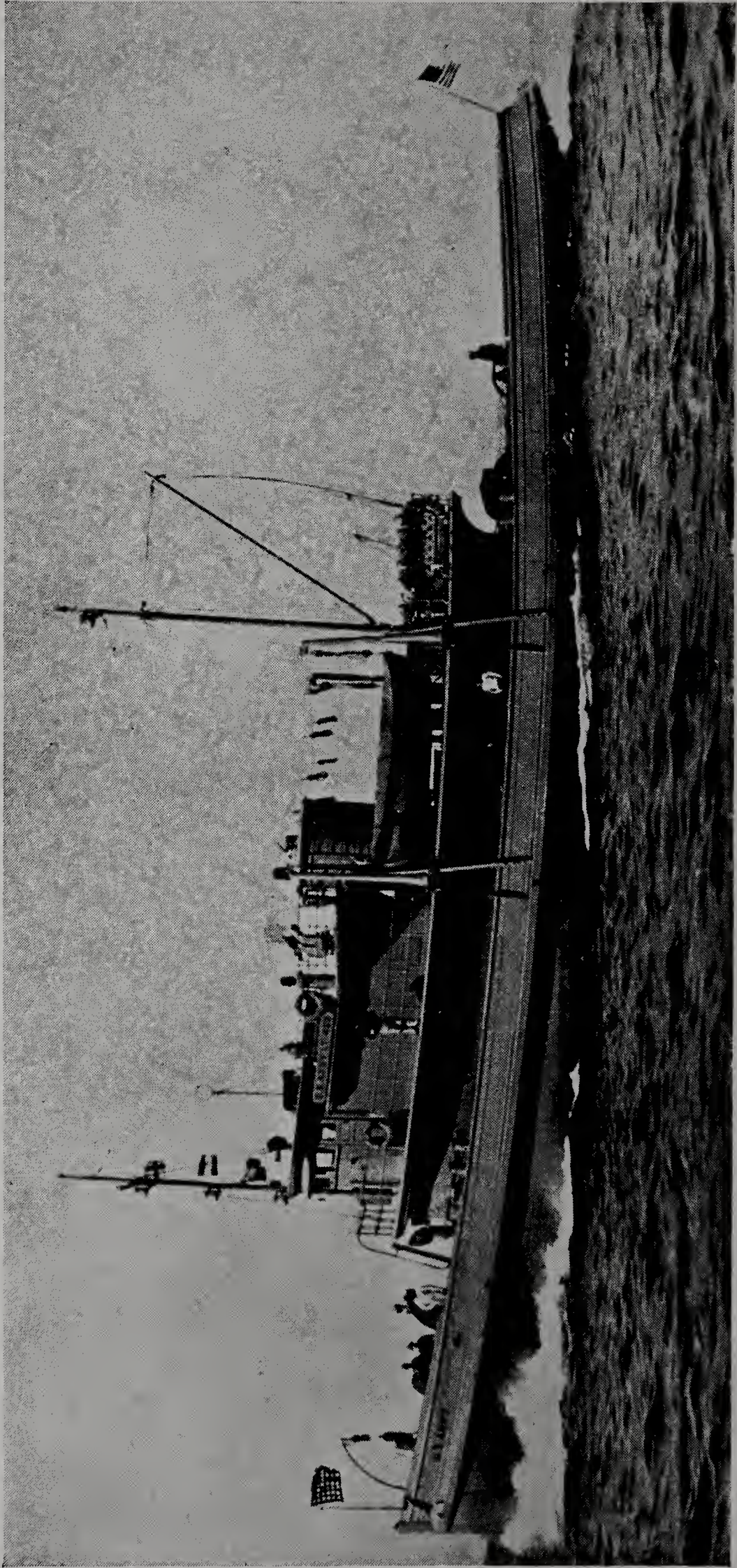
During the year of 1925, the Fred D. Lawley Corporation purchased the Hanley property and developed thereon one of the country's best-located and finest-equipped yacht yards. In the following eight years nearly one hundred yachts and auxiliary craft were constructed, among them the famous "Lawley 75," and the Massachusetts Bay-Buzzard's Bay Class.

In the fall of 1933, the late Harry Noyes, principal owner at that time and the one to whom the present success of the Yard should be attributed, reorganized the corporation and placed the management of the Yard under the control of Ralph E. Richmond. On February 16, 1934, the name of the corporation was changed to the Quincy Adams Yacht Yard, Incorporated. Three years later, a new corporation formed by Ralph E. Richmond, the present general manager and treasurer, purchased the Yard from the Noyes interests.

Under the Richmond management more than fifty outstanding yachts have been constructed and two new classes of racing craft, the "Adams" and the "Yankee," have originated at the Yard. Both of these classes were highly successful, and only the outbreak of war halted the establishment of additional fleets on both the coastal and inland waters.

The National Emergency found the Quincy Adams Yacht Yard ready to play its part. In the spring of 1941, the policy of the Yard called for the construction of one type of governmental craft, one hundred and ten foot wooden-hulled Submarine Chasers, and the suspension of all private work.

During the Battle of the Atlantic when the United States was in desperate need of anti-submarine craft, the Quincy Adams Yacht Yard made shipbuilding history by delivering more SC-boats of the one type in a shorter time than any other builder. In fact, at one time during this period, the Yard with some two hundred and fifty of the finest yacht artisans on its payroll, was turning out SC-boats at the rate of two a month, an almost incredible rate of production for a yard of its size and type.



United States Army Tug

On February 4, 1942, the Quincy Adams Yacht Yard won the coveted Navy "E" for excellence in production, the first to be awarded in Quincy, and one of the very first to be awarded to the shipbuilding industry in the United States. Since the original award, the Quincy Adams Yacht Yard has been awarded four additional stars, denoting its fifth consecutive Navy "E" award.

The physical facilities of the Quincy Adams Yacht Yard include: one hundred and fifty thousand square feet of land; two hundred thousand feet of dredged basin; seven hundred and twenty feet of piers; three hundred feet of floats; three marine railways; one ten-ton outfitting derrick, and more than thirty-two thousand feet of under-cover storage. The yacht building plant includes: construction, motor, painting, joiner, and sheet metal shops; mould loft; heating plant, and storage buildings.

With its war orders as yet unfinished, the Quincy Adams Yacht Yard looks forward to its return to private work and to maintaining its lead among the nation's yacht builders.

The Northeast Shipbuilding Company, Quincy's youngest yard engaged in ship construction, is the outgrowth of a yacht yard established in Scituate, Massachusetts, in 1940. In August of 1942, the company took over on a long term lease the yacht yards of L. O. Butts Company and F. D. Rolfe, both located on the westerly shore of Town River adjacent to the Southern Artery, the main thoroughfare to the South Shore, Cape Cod, and Boston.

Immediately following the acquisition of these yards, the Northeast Shipbuilding Company, under the management of Charles D. Maginnis Jr., president and treasurer of the company, started to build Coastal and Ocean-Going Tugs of forty-six to one hundred and twenty-six feet in length, and one hundred and ten foot Deck Barges for the Army Transportation Corps. These wooden, diesel-powered tugs, fully armed with A.A. (Anti-Aircraft) guns, are now in use in both the Atlantic and the Pacific. In addition to its Army work, the Northeast Shipbuilding Company is engaged in commercial repairs and reconversion work for the Boston Port of Embarkation.

The physical facilities of the Northeast Shipbuilding Company include: seven building ways, capable of accommodating any type of wooden vessel up to one hundred and sixty-five feet; three marine railways, one for vessels up to one hundred and forty feet and two for vessels up to sixty-five feet in length; joiner shops and mills, which are stocked with modern tools of all types required for wooden ship construction; a machine shop, and a new mold loft capable of setting up any wooden vessel up to two hundred feet in length. For outfitting purposes, repair, and reconversion work, the company has leased Duane's Wharf. This modern steel and concrete wharf, about three hundred feet in length and from seventy to one hundred feet in width,

is located at the foot of River Street, adjacent to the channel and the turning basin of Town River. Thus Quincy is provided with adequate wharfage for commerce by sea.

At the present time the executives of the Northeast Shipbuilding Company are formulating plans for the reconversion of its two Quincy yards from war production to peacetime building of pleasure yachts and commercial vessels such as trawlers and fishing boats of all types.

The Quincy Dry Dock and Yacht Corporation was established in 1930 by Michael J. Kennedy, the present president and general manager. The plant at that time was located at the abandoned Victory Plant at Squantum. In 1932, the corporation leased the Baker Yacht Basin, located in Quincy Point on the westerly side of Town River near its junction with Fore River. During the next decade the plant was expanded and developed and became one of the busiest plants in this section of the country, specializing in both storage and repairs of pleasure craft and in the overhauling, the conversion, and the repairing of commercial craft, such as fishing trawlers and draggers, dredges, lighthouse tenders, lightships, ferry boats, and other vessels of the United States Quartermaster Corps and the United States Coast Guard.

Since 1940, the Quincy Dry Dock and Yacht Corporation has devoted its entire physical facilities and manpower to the service of the country. Much of its work has consisted of converting fishing vessels to mine-sweepers and small yachts to other types of auxiliary naval vessels. At the present time the plant, in addition to its work of overhauling and repairing government craft, is engaged in decommissioning small naval vessels no longer necessary to carry on the Battle of the Atlantic.

The physical facilities of the Quincy Dry Dock and Yacht Corporation, which were purchased by the corporation in August of 1943, include: eleven and one-half acres of land; a storage basin eight hundred feet long and three hundred and fifty feet wide; a one thousand ton drydock for vessels up to two hundred feet in length; an eight hundred ton marine railway; two marine tramways for vessels up to fifty tons; two storage sheds one hundred and twenty-five feet long by seventy feet wide, and electrical, machine, carpenter, steel, pipe, and blacksmith shops.

The Quincy Dry Dock and Yacht Corporation anticipates that during 1945 its yard will devote much of its work to repairing certain types of invasion craft damaged by our enemies in actual combat. At the close of the war the yard will return to its former peace-time activities of handling commercial and pleasure craft.

Quincy's achievement in shipbuilding is renowned. Quincy's future in shipbuilding is assured; for even when war contracts are completed, greatly enlarged facilities will enable it to compete with any shipbuilding center in the world in the field of naval, commercial, and pleasure craft construction.

CHAPTER XVI

QUINCY TODAY

INDUSTRIAL Quincy is steadily moving, and always in the same direction — ahead.

Shortly after the establishment of Old Braintree a grant was made in the "Woods," now West Quincy, for an iron foundry. This was short lived, "for it was found that every pound of iron cost more than two pounds imported from Europe." Today Furnace Brook and Furnace Brook Parkway, one of Quincy's beautiful scenic drives, from Quincy Bay to the Blue Hills Reservation, remind us of this early industry. Moreover, several foundries — iron, brass, bronze, copper and aluminum — carry on the interrupted tradition that began on Furnace Brook three centuries ago.

Early colonial and town records of numerous curriers, cordwainers, and heel makers, prove the importance of leather making. Later in the period between the Revolution and the Civil War, Quincy was a leader in the manufacture of shoes. Although the Quincy shoe industry never recovered from the effects of the Civil War, numerous other industries have become important locally.

The machine industry for years has contributed to the city's prosperity. Shipbuilding, yachtbuilding, granite quarrying, stone cutting and finishing, stone crushing, and building wrecking, as well as the production of soap and soap products, glycerine, marine engines, gears, packing and bottling machinery, scales, rivets and studs, machinery parts, tools, chemicals, conveyors and conveyor systems, scientific instruments, amplifying and telephone equipment, storage batteries, floor machines, building materials, paints and varnishes, portable buildings, wood and steel, air raid protection equipment and supplies, furniture, starch, articles of leather and rubber, buttons, dresses, underwear, cord and thread, rope, awnings, window screens, signs, tanks, ventilators, carbonated and fermented beverages, cymbals, ice and ice cream — all these employ the skill of Quincy residents.

Quincy's contribution to the war effort is outstanding. To date, the traditional Navy "E" or the joint Army and Navy "E" has been awarded to six of Quincy's industries for excellence in production achievement in their respective fields: the Quincy Adams Yacht Yard, Incorporated (Navy "E"); the Bethlehem Steel Company, Shipbuilding Division, Quincy Yard (Navy "E"); the Boston Gear Works, Incorporated; the Wollaston Brass and Aluminum Foundry; the Norfolk Iron Company, and the Murray and Tregurtha-Mathewson Machine Works. Several stars awarded for continued efficiency have been added to the "Burgee" flying over these plants.



The first bank of circulation and deposit was established in Quincy, in 1836, and called the Quincy Stone Bank, now the Granite Trust Company. Today Quincy has three commercial banks: the Granite Trust Company (1836); the Norfolk County Trust Company (1935), established as the Mount Wollaston Bank (1853); the Quincy Trust Company (1915); one savings bank, the Quincy Savings Bank (1845); two co-operative banks, the Quincy Co-operative Bank (1889), and the Shipbuilders Co-operative Bank (1920); and one federal savings and loan association, the Wollaston Federal Savings and Loan Association (1937), established as the Wollaston Co-operative Bank (1889). The combined assets of the banking institutions of Quincy total approximately \$115,000,000. Thus all forms of business and industry are assured of adequate banking facilities.

Quincy's daily newspaper, the *Quincy Patriot Ledger*, first appeared on the streets and in the homes of Quincy, January 7, 1837, as the *Quincy Patriot*. It was a weekly journal devoted to "Morals, Education, Agriculture, News, and General Literature," published by two enterprising young men, John A. Green and Edward B. Osborne, each twenty-two years of age. This partnership dissolved at the end of three months. On the death of Mr. Green in 1861, Mrs. M. Elizabeth Green, his widow, a pioneer newspaper woman, became publisher with George W. Prescott as business manager. Eight years later Mr. Prescott became a partner in the firm of Green and Prescott. In 1889, the firm started the *Quincy Daily Ledger*. Five years later Mr. Prescott became sole owner and publisher and remained so until his death in 1908. The *Quincy Patriot* and the *Quincy Daily Ledger* were consolidated in 1916. Today the *Quincy Patriot Ledger*, under the George W. Prescott Publishing Company, Incorporated, has the distinction of more than one hundred years of continuous publication and service.

The Quincy Mutual Fire Insurance Company was established in Quincy, in March of 1851. The Quincy Mutual now has agencies in all the New England towns and cities, also in New York, New Jersey, Pennsylvania, and Ohio. Quincy is also the home office of the United States Mutual Liability Insurance Company. In addition many other large insurance companies of the country are represented in Quincy by a branch office or agent.

Activities undreamed of by the founders of the town and city, or even the parents of the present generation, are represented in the city today.

The modern methods of communications which provide the means of point-to-point contact — the telegraph, the telephone, and the wireless telegraphy, and the more recent inventions which enable communication to be established with great numbers of people simultaneously — the radio, television, and related developments, have made the world so small, insofar as communications are concerned, that it is now the equivalent of a single community of the earlier years.

The development of modern methods of communication in Quincy is an interesting story. The first formal step to establish a Post Office in this country was made by the General Court of Massachusetts in 1639. Quincy's first Post Office was established in 1795, probably through the influence of John Adams, then Vice-President of the United States. His brother-in-law, Richard Cranch, was the first Postmaster of Quincy. The postage on a letter from Quincy to Boston was then six cents; to Springfield, ten cents, and to New York, fifteen cents. Today the swiftest postal-service is by Air-Mail.

Unfortunately the records of early telegraphic companies have been destroyed. There is evidence in the Acts and Resolves of Massachusetts, and in the *Quincy Patriot*, 1846-1860, that some telegraphic communication existed in Quincy during those years. However, continuous telegraphic service has existed in Quincy since November 1, 1877. On that day, the Western Union Telegraph Company established electrical communication by extending its line from the Wollaston, and Atlantic Depots of the Old Colony Railroad Company to the Quincy Depot. Today the Western Union Telegraph Company provides telegram, telegram-money-order, cablegram, and radiogram service anywhere at their office at 14 Maple Street or telephone service, by which one may dial "Operator" and ask for "Western Union."

On November 3, 1881, a meeting was held at Lyceum Hall for the purpose of securing adequate telephone conveniences in Quincy by direct or independent line. At that meeting, the American Bell Telephone Company agreed to establish a cut-off to Quincy from its Boston and Brockton line upon the payment of four hundred dollars and the guarantee that forty citizens would pay thirty-six dollars yearly for the use of the company's instruments.

More than six years after Thomas A. Watson distinctly heard Alexander Graham Bell say "Mr. Watson, come here, I want you," and the telephone had become a fact, the *Quincy Patriot* in its edition of April 15, 1882, announced that "the territory of Quincy and other towns and cities near Boston had lately passed under the control of the Suburban Telephone Company of Boston." The first public telephone station in Quincy was opened in 1882 in the drug store of Arthur B. Hayward. This was located in the Whicher Block at 5 Temple Street, now the site of the *Quincy Patriot Ledger* Building. The connection was a loop from the trunk line between Boston and Brockton through West Quincy. Owing to the interest manifested in the telephone, the company in September of that year, installed a magneto switch board on the second floor of the same building. At the close of the first year there were sixty-eight telephone subscribers among a population of ten thousand, five hundred and eighty-two.

On October 19, 1883, the Suburban Telephone Company was consolidated with the New England Telephone and Telegraph Com-

pany. Five years later the exchange was located in two rooms on the third floor of the Durgin and Merrill Block, now the Lincoln Stores Building at 1433 Hancock Street. Here a three-position, multiple type switchboard equipped for one hundred and twenty subscribers' lines and twenty trunk lines was installed. The total cable facilities of the exchange consisted of about two hundred and fifty feet of kerite cable extending from a terminal pole on Granite Street to the terminals that represented the main frame of the exchange. In 1895, the sub-station list was about one hundred and thirty-six subscribers in the area covered by the exchange namely: Quincy, Braintree, Holbrook, Randolph, Weymouth, Hingham, Cohasset and Hull.

The new Quincy building of the New England Telephone and Telegraph Company, erected at a cost of two million dollars, is located at 1070 Hancock Street. It contains the Commercial Business office, the test center for Quincy, Milton, Braintree, Cohasset, Hingham, Hull, Randolph, Weymouth, and Quincy's three crossbar dial units, in which during a normal day an average of one hundred and seven thousand calls originate. More than fifteen thousand six hundred homes and two thousand and seventy business concerns are using the excellent service of this company, which requires more than twenty-one thousand, three hundred telephone instruments.

Two other public utility companies which should be given recognition for the important part they have played in the domestic and industrial life of the city are the Boston Consolidated Gas Company and the New England Power Association, both of Boston, successors to the Citizens' Gas-Light Company and the Quincy Electric Light and Power Company.

On August 1, 1928, the Boston Consolidated Gas Company was consolidated with the Citizens' Gas-Light Company, the pioneer lighting company of Quincy, which was established February 24, 1860 for the purpose of manufacturing and selling gas within the limits of the town. Pipes were soon laid. On December 1 of the same year, the homes and stores of the center district were lighted for the first time. By 1867, only a few streets were lighted. To encourage the lighting of streets, the town agreed to pay for the gas and lighting of the lamps for every person who would erect a lamp-post and lantern at their own expense, such posts to be erected at stipulated distances. Street lighting by coal gas furnished by the Gas-Light Company soon proved very expensive for the town. In order to reduce the cost of street lighting, the town had the streets lighted with naphtha gas (called gasoline) from 1874 to June of 1876. At that time the Gas-Light Company reduced its rates, and the lighting of street lamps with coal gas was resumed. The adoption of gas for lighting was very slow, for in 1876 the company was supplying gas for only one hundred street lamps and two hundred and forty-three customers, although the town had a popu-

lation of nearly eight thousand. As of December 31, 1944, the Boston Consolidated Gas Company had twenty-two thousand, one hundred and ninety-nine active meters in Quincy.

On June 20, 1928, the New England Power Association of Boston purchased the Quincy Electric Light and Power Company, which had been organized on February 15, 1888, by a group of far-sighted citizens, one of whom, Henry M. Faxon, is living today. The success of the company should be attributed to Mr. Faxon who, for many years, served as its president and general manager.

The original plant of the Quincy Electric Light and Power Company was located on Quincy Avenue nearly opposite the Headquarters of the Quincy Fire Department. On March 2, 1902, the company started operating its new plant at the foot of Morrison Street on the banks of Town River. This plant is used today for two purposes: as a substation for the distribution of alternating current throughout the city by the Quincy Electric Light and Power Company, and as a substation for the Boston Edison Company for converting alternating current to direct current for the Eastern Massachusetts Street Railway Company.

Since November, 1920 the Quincy Electric Light and Power Company has purchased its electricity from the Boston Edison Company.

From June 30, 1900 to December 31, 1944, the meter installations of the Quincy Electric Light and Power Company increased from five hundred and fifty-nine to twenty-six thousand, one hundred and ninety-eight.

The United States Naval Air Station at Squantum, famous throughout the country, now includes the site where, in 1923, was founded the first Naval Reserve Air Station in the United States. The founder of this station was the famous explorer and scientist, Rear Admiral Richard E. Byrd, then Lieutenant. This station also includes the site where in 1910, was held one of the first aviation meets of the United States. The feature of this meet was the ten thousand-dollar *Boston Globe* "double trip" non-stop flight of thirty-three miles around Boston Light House (the oldest in the United States), which was won by Claude Graham-White of England in forty minutes. This flight marked Quincy definitely first in aviation in the United States.

Radio is represented in Quincy by transmitting station WNAC, key station of the Yankee Network for New England, and the independent station WMEX.

The Quincy Chamber of Commerce, "Headquarters of Business and Civic Activities" of Quincy, is the outgrowth of the Quincy Board of Trade, constituted December 16, 1895. It was organized for the purpose of "uniting the energies and influences of the public welfare of Quincy, and to aid in the development of all legitimate enterprises

which would tend to increase its prosperity." Quincy's character as an industrial center over a period of years, has been wisely advanced by businessmen working through this active civic organization. A cordial welcome awaits all interested in Quincy at the "Friendly Old Colonial Home," the new headquarters of the Quincy Chamber of Commerce, located at the corner of Washington and Coddington Streets, in Quincy Square.

In 1936, a committee of the Quincy Chamber of Commerce organized the Quincy Community Fund to act as a clearing house for the city's Social Service and Character Building agencies. The secretary of the Chamber of Commerce has always acted as secretary and campaign director of the fund. Since 1943 the Quincy Community Fund has been merged with the National War Fund.

The Social Service and Character Building agencies of Quincy and the National War Fund appeals, which benefit by the Quincy Community-National War Fund, are the following: Family Welfare Society, Child Guidance Clinic, Junior Welfare League, Massachusetts Society for the Prevention of Cruelty to Children, Quincy Catholic Charities Association, Quincy Council of Social Agencies, Quincy Visiting Nurse Association, the Salvation Army, Young Men's Christian Association, Boy Scouts, Girl Scouts, Camp Fire Girls, First Parish Church — Servicemen's Recreation Room, Knights of Columbus Civic Institute — Servicemen's Center, U.S.O. (United Service Organization), United Seamen's Service (Merchant Marine), War Prisoners Aid (for the exclusive benefit of the armed forces of the United States and their allies captured by our enemies, and now in concentration camps overseas), American Field Service, American Relief for Italy, American Relief for Norway, Belgian War Relief Society, British War Relief Society, French Relief Fund, Friends of Luxembourg, Greek War Relief Association, National American Denmark Association, Philippine War Relief of the United States, Polish War Relief, Queen Wilhelmina Fund, Russian War Relief, United China Relief, United Czechoslovak Relief, United Lithuanian Relief Fund of America, United Yugoslav Relief Fund, Refugee Relief Trustees, and the United States Committee for Care of European Children. In addition to the Quincy Community-National War Fund, several other Social and Character Building organizations are carrying on excellent programs for the benefit of the citizenry of Quincy. It is of interest to note that the first service organization of Quincy, the Quincy Charitable Society, established November 21, 1837, lives today in the service of the Quincy Welfare Society.

On April 7, 1917, the day following the entrance of the United States into World War I, at a meeting called by the Honorable Joseph L. Whiton, then Mayor of Quincy, it was unanimously voted to organize a branch of the Metropolitan Chapter of the American Red Cross in Quincy. At the public meeting held May 23, 1917, the Quincy Branch was organized with the late Doctor Nathaniel S. Hunting, one

of Quincy's beloved physicians, as chairman. In this capacity he served faithfully for many years. The achievements of the Quincy Branch during World War I were notable.

The present Quincy Chapter of the American Red Cross was organized as an independent chapter of the American National Red Cross in May of 1921. It operates under a national charter and is responsible for all local phases of national obligations as well as all local Red Cross activities in Quincy. Since its inception, the Quincy Chapter has grown and served the community in both peace and war. From the beginning of World War II the local and national demands for the various services of the Quincy Chapter have increased tremendously. At the present time more than three thousand, five hundred loyal volunteer workers, assisted by a small paid staff, are meeting these war-time demands enthusiastically and promptly.

The services of the Quincy Chapter are organized on a twenty-four-hour basis as follows: Assistance to Servicemen and ex-Servicemen and their families; Disaster Preparedness and Relief; First Aid, Water Safety, and Accident Service; Camp and Hospital Council Service; Nursing Service; Nurse Recruitment for the Armed Forces; Nutrition; Public Information Service, and Volunteer Special Service such as Home Service, Staff Assistants, Nurses Aides, Canteen, Motor, and Production Corps. The Production Corps during a four-year period has made one million, three hundred and thirteen thousand, seven hundred and eighty surgical dressings and one hundred and thirty-two thousand, six hundred and eighty-nine garments for the armed forces and for National and Foreign Relief. This corps had also made and filled seven thousand, four hundred and fifty-seven kit bags which are given to the members of the armed forces leaving for service overseas. The Canteen and Motor Corps have performed devoted service by providing hot coffee, milk, coffee-rolls and doughnuts to the men of Quincy reporting for their pre-induction examinations or their induction into the armed forces. During the hurricanes of September 23, 1938 and September 13, 1944, the Quincy Chapter rendered vital assistance to the citizens and officials of Quincy. In addition, the Quincy chapter acts as an agent for the International Red Cross in their many types of aid to the American prisoners of war and civilian internees.

The American Junior Red Cross, established by Presidential proclamation during World War I, is the Red Cross in the schools — public, parochial, and private. The Junior Red Cross of Quincy with its twelve thousand members is the largest youth organization in the city. The Red Cross considers this a challenge and an opportunity to develop in youth, by service, the highest qualities of citizenship and better human relations throughout the world.

For twenty-five years the American Red Cross has conducted a nation-wide Roll Call or membership campaign. In 1939, the Roll

Call of the Quincy chapter was about four thousand dollars, an interesting comparison to the roll call of 1943-1944 of one hundred and fifty-two thousand dollars, which was oversubscribed fifteen per cent by the loyal supporters of the Red Cross in Quincy.

The story of the Red Cross is one of consecrated service to mankind.

Quincy today, as in 1636, leads in the practical application of Freedom of Worship. It was in Quincy that the project of an inter-faith series of noonday religious meetings was started in February, 1939 at the suggestion of the Reverend Victor V. Sawyer, chaplain of the Quincy Kiwanis Club and minister of the Wollaston Methodist Church. These community gatherings in the Strand Theater are sponsored by the Quincy Church Attendance Council, composed of representatives of the local service clubs: Kiwanis, Rotary, Quintonus, Lions, and the Chamber of Commerce. The purpose is to promote church attendance throughout the year at the church of one's choice, and to promote a better understanding and co-operation among the Protestants, Catholics, and Jews. At these gatherings, the example of which is being followed by other cities and towns throughout the United States, one may freely hear representatives of the Protestant, Catholic, and Jewish faiths. The slogan of this project is: "You go to your church and I'll go to mine, but let's walk along together."

CHAPTER XVII

MANET

WHEN Old Braintree was founded, world conditions were as unsettled and ominous as those which prevail today. "Russia was an unknown and barbarous region. Prussia was yet to be created. The Thirty Years' War was still raging; Sweden was the first military power in Europe. Poland then was the bulwark of civilization. Richelieu, the great cardinal-duke, was organizing modern France. In England men had yet to hear of Oliver Cromwell."

Through world changes of more than three hundred years, Old Braintree and Quincy have remained, increased, and prospered. Quincy stands today sturdily facing the future with the same confident spirit which characterized it in early days on through the years of farmland, village and town.

Truly, Quincy is worthy of its motto: "*Manet — It Remains.*"

APPENDIX I

POINTS OF INTEREST IN QUINCY

TOWN HALL; CITY HALL OF QUINCY. Completed November 1, 1844. Architect, Solomon Willard. Built of Quincy Granite.

FIRST PARISH CHURCH. Gathered September 26, 1639. Present edifice, fourth of the Parish, dedicated by the Reverend Peter Whitney, November 12, 1828. The First Parish Church is a national shrine, for here lie the mortal remains of John Adams and his son, John Quincy Adams, second and sixth Presidents of the United States, and their wives, Abigail (Smith) Adams and Louisa Catherine (Johnson) Adams.

OLD BURYING GROUND; HANCOCK CEMETERY. Oldest headstone marked December 10, 1666. Erected in memory of the Reverend William Tompson, first minister of the Church of Christ in Braintree.

THE BIRTHPLACES OF PRESIDENTS JOHN AND JOHN QUINCY ADAMS, 133 and 141 Franklin Street, South Quincy. The birthplace of President John Adams was built in 1681. Headquarters of the Adams Chapter, Daughters of the Revolution. The birthplace of President John Quincy Adams was built in 1716. Headquarters of the Quincy Historical Society.

ABIGAIL ADAMS CAIRN, Penn's Hill, South Quincy. Erected in 1896. From this spot Abigail Adams with her son, John Quincy Adams, then a boy of seven years, watched the smoke of burning Charlestown, while listening to the roar of cannon at Bunker Hill, June 17, 1775.

SOUTH DISTRICT OF STONE SCHOOL HOUSE, 117 School Street. Built of Quincy Granite, 1829.

AHAVATH ACHIM SYNAGOGUE, 141 School Street. Dedicated 1903.

J. S. SWINGLE QUARRY, West Quincy. Deepest quarry in Quincy; depth, 375 feet.

BUNKER HILL QUARRY, head of Bunker Hill Lane, West Quincy. From this quarry came the stone for the "first and second experiments" of Bunker Hill Monument. The First (commercial) Railroad in America ran from the Bunker Hill Quarry to the tide water in the Neponset River, 1826.

GRANITE RAILWAY QUARRY, West Quincy. The Old Incline Plane, and Turn Table, at the foot of this quarry, designed and built by Gridley Bryant, were a part of the First (commercial) Railroad in America.

SAINT MARY'S CHURCH (second edifice), Crescent Street, West Quincy. Original Roman Catholic Parish in Quincy and the South Shore. Dedicated September 18, 1842, by the Right Reverend Bishop Fenwick.

FIRST IRON WORKS, 1646. Site near the junction of Furnace Brook Parkway and Cross Street, West Quincy.

THE WILLIAM B. RICE EVENTIDE HOME, 215 Adams Street.

THE BEALE HOMESTEAD, 181 Adams Street. Built in 1792. Outstanding Colonial architecture.

THE ADAMS MANSION, 135 Adams Street. Built in 1731 by Major Leonard Vassall, a Tory or Loyalist. Purchased by President John Adams in 1787. Once the home of President John Adams, President John Quincy Adams, and Honorable Charles Francis Adams, Minister to England during the Civil War. On the death of Brooks Adams in 1927, the last of the family to occupy the mansion, the Adams family formed the Adams Memorial Society, which owns and maintains the "Old House" as a memorial to the members of the Adams family whose names are a part of the nation's history. Among the celebrities entertained here were President James Monroe in 1817, General Lafayette in 1824 and 1825, Doctor Benjamin Franklin, and Honorable Daniel Webster.

ADAMS ACADEMY BUILDING, erected in 1871. Site of birthplace of John Hancock. Present headquarters of the Quincy Council, Boy Scouts of America; Production Corps workrooms, Quincy Chapter of the American Red Cross; Library of the Quincy Historical Society.

QUINCY HOMESTEAD; DOROTHY Q. HOUSE, 34 Butler Road. Built by the third Edmund Quincy in 1706. In the Secret Chamber of this house, John Hancock hid from the British in 1775. The Quincy Homestead is maintained by the Massachusetts Society of Colonial Dames.

MAYPOLE PARK, Samoset Avenue, Merrymount. Site of Morton's Maypole of 1627, and the Cedar Tree of the Seal of the City of Quincy.

MOUNT WOLLASTON BRIDGE over Black's Creek, formerly Mount Wollaston River, on the Quincy Shore Boulevard near the junction of Furnace Brook Parkway. Here Captain Wollaston and his party landed in 1625.

EASTERN NAZARENE COLLEGE, established in 1919. The site of the Josiah Quincy Mansion 23 East Elm Avenue, Wollaston.

COLONEL JOSIAH QUINCY MANSION, 20 Muirhead Street, Wollaston. Built in 1770. Among the celebrities entertained here were General Lafayette, Doctor Benjamin Franklin, Commodore Stephen Decatur, Captain Isaac Hull of the U.S.S. *Constitution* (Old Ironsides), and Honorable Daniel Webster. The Mansion is now owned and maintained by the Society for the Preservation of New England Antiquities.

- MOSWETUSET HUMMOCK, junction of East Squantum Street and the Quincy Shore Boulevard. Chief seat of Chickatabot, the Sachem of the Moswetuset or Massachusetts Tribe of Indians. Site from which the Commonwealth of Massachusetts derived its name.
- MYLES STANDISH CAIRN, Squantum. Erected in 1895 to commemorate the landing of the first white men on these shores, September 30, 1621, Captain Myles Standish and party from Plymouth, guided by Tisquantum or Squanto, the faithful and beloved Indian friend and interpreter of the Pilgrims.
- KENDALL PARK, 106 Atlantic Street, North Quincy. Site of Quincy's geological phenomenon, the "Kettle Hole," formed during the Ice Age of America.
- SHIP COVE, now part of the Bethlehem Steel Company, Shipbuilding Division, Quincy Yard. Site of the first shipyard in Old Braintree, 1696.
- THE GREGORY BAXTER HOUSE at the corner of Canal and Spear Streets, built in 1650, is the oldest house now standing in Quincy.
- THOMAS CRANE PUBLIC LIBRARY, junction of Washington and Coddingtown Streets.

APPENDIX II

BIBLIOGRAPHY

- ADAMS, Charles Francis. Letters of Mrs. Adams, the wife of John Adams, 1848.
- ADAMS, Charles Francis. An Address on the occasion of the Opening of the New Town Hall in Braintree, 1858.
- ADAMS, Charles Francis, ed. Memoirs of John Quincy Adams, Comprising portions of His Diary from 1795-1848, 12 Volumes, 1874.
- ADAMS, Charles Francis. Letter to Edwin Wilson Marsh of Quincy, 1876.
- ADAMS, Charles Francis, Jr. Address at the Dedication of the Thomas Crane Public Library, 1882.
- ADAMS, Charles Francis, Jr. History of Quincy, Hurd's Norfolk County, Chapter XIII, Pages 257-388, 1884.
- ADAMS, Charles Francis, Jr. History of Braintree, Massachusetts (1639-1708), The North Precinct of Braintree (1708-1792), and the Town of Quincy (1792-1889) 1891. Fifty copies were printed for private distribution.
- ADAMS, Charles Francis, Jr. The Three Episodes of Massachusetts History. 2 Volumes. 1892.
- ADAMS, Charles Francis, Jr. The Centennial Milestone, 1892.
- ADAMS, Henry. The Education of Henry Adams, 1930.
- ADAMS, Henry. The Adams Mansion, 1935.
- ADAMS, President John. Deeds and other Documents relating to several pieces of land and to the Library, presented by John Adams to the Town of Quincy, 1822.
- ADAMS, President John Quincy. Address to the Citizens of the Town of Quincy, 1832.
- ADAMS, James Truslow. The Adams Family, 1930.
- ADAMS, James Truslow. Dictionary of American History, 1940.
- BARBER, John W. Historical Collection of Massachusetts, 1839.
- BATES, Samuel A. Braintree Town Records 1640-1793, 1886.
- BAILEY, Ebenezer. Separation of Church and State, 1901. Proceedings of the Fitchburg Historical Society, 1900-1906, 1908.
- BARTLETT, J. Gardner. Henry Adams of Somersetshire, England and Braintree, Massachusetts, 1927.
- BOSTON DAILY ADVERTISER. Journal of Debates and Proceedings in the Convention of Delegates to Revise the Constitution of Massachusetts at Boston, November 15, 1820 to January 9, 1821. 1853.
- BRADFORD'S HISTORY. "Of Plimoth Plantation," 1901.
- BRAYLEY, Arthur W. History of the Granite Industry of New England. 2 Volumes, 1913.
- CUTLER, Reverend Benjamin C. A Sermon preached in Christ Church, Quincy, on completing a Century since its formation on Christmas Day, 1827. 1828.
- COLLINS, Timothy J. Chronicle of the Tercentenary Celebration, June 7-13, 1925. Three Hundred Years of Quincy, 1926.

- COLLINS, William H. Fore River Yard and United States Navy, 1942.
- CURTIS, Noah. Personal Diary, 1812-1852.
- DALE, T. Nelson. The Commercial Granites of New England, Bulletin 738, Department of the Interior, United States Geological Survey, 1923.
- EDWARDS, WILLIAM C. } Commemorative Booklet of the Third Centen-
COATES, FREDERICK A. } nial Anniversary of the Incorporation of The
Ancient Town of Braintree with Appendix and History of Quincy, 1940.
- ENCYCLOPAEDIA BRITANNICA. Printing of 1943, and Year Books of 1943 and 1944.
- FISKE, John. Civil Government in the United States, 1891.
- FISKE, John. The Critical Period of American History, 1783-1789; 1891.
- FISKE, John. The Beginnings of New England, 1898.
- HANCOCK, Reverend John. Two Sermons, preached in the First Church of Christ in Braintree, on completing the First Century since the Gathering of It, 1739.
- HART, Albert Bushnell, ed. Commonwealth History of Massachusetts, 5 Volumes, 1927-1930.
- HUNGERFORD, Edward. The Modern Railroad, 1912.
- HURD, D. Hamilton. The History of Norfolk County of Massachusetts, 1884.
- HUTCHINSON, Thomas. History of the Colony of Massachusetts Bay, 1764-1828.
- KNOX, William Franklin. Secretary of the United States Navy, June 20, 1940-April 28, 1944. The significance of the Navy "E" award to the Fore River Yard, 1942.
- LA FORGE, Laurence. Geology of the Boston Area, Massachusetts.
- LAWRENCE, Ruth. Genealogical Histories of the Crane-Starkey and Allied Families, 1931.
- LUNT, Reverend William P. Two Discourses, Two Hundredth Anniversary of the Gathering of the First Congregational Society. Quincy, Massachusetts, 1839.
- MARSH, Jonathan. Records of the First Parish Church, 1672-1842, 1840-1842.
- MORTON, Thomas. New English Canaan, 1637. New English Canaan, edited by Charles Francis Adams, Jr. (Publications of the Prince Society, Vol. IX, Boston, 1883.
- NASON, Reverend Elias. A Gazetteer of the State of Massachusetts, 1874.
- NEAL. History of New England, 1721.
- PALFREY, John G. History of New England, 5 Volumes, 1858-1890.
- PARTRIDGE, Lelia E. The Quincy Methods, 1885.
- PATTEE, Doctor William S. History of Old Braintree and Quincy, 1878.
- POWELL, Colonel William H. List of Officers of the Army of the United States from 1779-1900.
- QUINCY, Edmund. Life of Josiah Quincy, 1868.

QUINCY, Josiah. Figures of the Past, 1883.

QUINCY SCHOOLS AT WORK. Report prepared under the direction of James N. Muir, Superintendent of Schools. Text by Mildred B. Harrison, 1940.

RILEY, Arthur J. Catholicism in New England to 1788, 1936.

STATE STREET TRUST COMPANY, Boston, Massachusetts. Some Indian Events of New England, 2 Editions, 1934, and 1941. Compiled by Allan Forbes, President of the State Street Trust Company.

THE GRANITE RAILWAY COMPANY. The First Railroad in America. A History of the Origin and Development of the Granite Railway at Quincy, Massachusetts, 1826-1926.

THE GRANITE RAILWAY COMPANY. Home Sketches. *Quincy Patriot*, Saturday, January 6, 1838.

THOMPSON, Salason. A Short History of American Railways, 1925.

TOWN OF RANDOLPH. Centennial Celebration of the Town of Randolph, July 19, 1893, 1897.

UNDERWOOD, Ebenezer W. Annals of Quincy 1792-1880, 1885-1888.

WARREN, George W. History of the Bunker Hill Monument Association, 1887.

WATSON, Thomas A. The Birth and Babyhood of the Telephone, 1913.

WATSON, Thomas A. Exploring Life. An Autobiography of Thomas A. Watson, 1926.

WHEILDON, William W. Memoir of Solomon Willard, 1865.

WHITNEY, Reverend Frederic A. An Historical Sketch of the Old Church (Hancock Meeting House), Quincy, Mass., 1864.

WHITNEY, George. Some Account of the Early History and Present State of the Town of Quincy, 1827.

WILSON, Reverend Daniel M. Where American Independence Began, 2 Editions, 1902, and 1904.

WILSON, Reverend Daniel M. Quincy, Old Braintree, and Merry-Mount, 1900.

WILSON, Reverend Daniel M. Address, Colonel John Quincy of Mount Wollaston 1689-1767, delivered Sunday, February 23, 1908, under the auspices of the Quincy Historical Society, 1909.

WILSON, Reverend Daniel M. Three Hundred Years of Quincy, 1926.

WINSOR, Justin, ed. The Memorial History of Boston, 1630-1880, 4 Volumes, 1880.

NEWSPAPERS

Quincy Monitor, Vol. I, No. 2. Catholic Quincy, May 1886.

Quincy Patriot. January 7, 1837-January 1, 1916.

Quincy Patriot Ledger. January 1, 1916 to December 31, 1944.

Quincy Patriot Ledger. One Hundredth Anniversary Edition, January 7, 1937.

RECORDS

- Commonwealth of Massachusetts. Archives of the Commonwealth of Massachusetts. State House, Boston, Massachusetts.
- Commonwealth of Massachusetts. Historical Data relating to Counties, Cities, and Towns in Massachusetts. Prepared by the Secretary of the Commonwealth, Division of Public Records, 1920.
- City of Boston. Boston Records 1634-1660 and the Book of Possessions, 1881.
- City of Quincy. Annual Reports 1889-1943.
- City of Quincy. City Charter of Quincy, Chapter 347: General Acts, 1888.
- City of Quincy. City Charter of Quincy, Plan A. Chapter 267: General Acts, 1915.
- City of Quincy. City Charter of Quincy, An Act relative to the City Council of the City of Quincy, Chapter 195: General Acts, 1920.
- City of Quincy. Inaugural Address of Hon. Charles H. Porter, first Mayor of Quincy. Delivered to the Board of Council, January 7, 1889.
- City of Quincy. Revised Ordinances of the City of Quincy 1937 to December 31, 1944.
- Town of Quincy. Town Records February 22, 1792-March 31, 1851.
- Town of Quincy. Town Records April 1, 1851-January 7, 1889.
- Adams Temple and School Fund. Book of Records, Supervisors of the Adams Temple and School Fund, February 3, 1827 to December 31, 1944.
- The Granite Railway Company. Book of Records, March 4, 1826-1854.
- The Hingham and Quincy Bridge and Turnpike Corporation. Book of Records, March 5, 1808-July 15, 1863, Quincy Room, Thomas Crane Public Library.
- Commissioners of the County of Norfolk. Index to Records, 1793-1887, City Clerk's Office, Quincy.
- Neponset Bridge Corporation. Book of Proprietors and Records, 1803-1863, Quincy Room, Thomas Crane Public Library.
- Quincy Almanacs. 1876-1881, Published by Green and Prescott.
- Quincy Board of Trade, 1895, Quincy Chamber of Commerce. Book of Records. Secretary's Office, Chamber of Commerce.
- Quincy Branch and Quincy Chapter of the American Red Cross. Book of Records, Office of the Quincy Chapter, 1229 Hancock Street, Quincy.
- Registry of Deeds of Norfolk County. Deeds of Gifts to the Town of Quincy by President John Adams, 1822. Will of Doctor Ebenezer Woodward, 1869. Will of Brigadier General Sylvanus Thayer, 1872.
- SPRAGUE, Waldo C. (with aid from Marion S. Arnold and Warren S. Parker). Map of Old Braintree, 1640-1645. Showing original Grants, Ways, Paths, Early Inhabitants, and Houses, 1940.

